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 DRAFT 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
Comment Deadline: April 17, 2017
EIS Availability: The Draft 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.

Public Meeting: Comments will also be taken at a meeting to be held on April 10, 2017 at the North Creek Event Center 18225 Campus Way NE, Bothell, WA 98011 from 4:00 to 7:00 PM. If you cannot attend the meeting to make your comments, you can e-mail them to Jblakesl@uw.edu or mail them to the contact address below:

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

Date: March 17, 2017
Signature: Blakeslee
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 Draft EIS (DEIS) 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 DEIS 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 DEIS. 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 Comments are Due on the DEIS ........................................ April 17, 2017
FACT SHEET

PROJECT TITLE  Campus Master Plan

University of Washington Bothell (UW Bothell) and Cascadia College (CC)

PROPOSED ACTION

The Proposed Action is a Campus Master Plan for the joint UW Bothell and CC campus. The Campus Master Plan has been developed based on the following Guiding Principles:

- Cohesive Campus Character;
- Durable and Adaptable Facilities and Infrastructure;
- Enriched Community Experience;
- Enhanced Environmental and Human Health;
- Integration with the City of Bothell; and,
- Mobility, Access and Safety.

Based on the Guiding Principles, the Campus Master Plan is intended to achieve the following development goals over the 20-year planning horizon:

- 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; 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, three action alternatives and a no action alternative are analyzed in this Draft 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); and, Alternative 3 – Growth along Topography (Northward Growth).

**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 current 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.

**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

PURPOSE OF THIS DRAFT 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

**DRAFT EIS AUTHORS AND PRINCIPAL CONTRIBUTORS**

The *Campus Master Plan* Draft 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:
Draft 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 113th 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

PREVIOUS ENVIRONMENTAL DOCUMENTS

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

- Cascadia Community College and University of Washington Bothell Collocated Campus EIS (1995)
<table>
<thead>
<tr>
<th><strong>LOCATION OF BACKGROUND INFORMATION</strong></th>
<th>Background material and supporting documents are located at the office of:</th>
</tr>
</thead>
</table>
| **University of Washington**  
**Capital Planning & Development**  
University Facilities Building  
Box 352205  
Seattle, WA 98195-2205  
(206) 543-5200 | |
| **DATE OF DRAFT EIS ISSUANCE** | March 17, 2017 |
| **DATE DRAFT EIS COMMENTS ARE DUE** | Pursuant to the SEPA Rules (WAC 197-11-502), a 30-day comment period is required for Draft EIS documents. Comments on the Draft EIS are due on: |
| April 17, 2017 | |
| **PUBLIC HEARING** | A public hearing for the Draft EIS has been scheduled for April 10, 2017 from 4 PM to approximately 7 PM. The public hearing will be held at: |
| North Creek Event Center  
18225 Campus Way NE  
Bothell, WA 98011 | |
| **AVAILABILITY OF THE DRAFT EIS** | This Draft EIS has been distributed to agencies, organizations and individuals noted on the Distribution List contained in Appendix A to this document. Copies of the Draft 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) |
and at the following University and Public Libraries:

**University of Washington**
- Suzzallo Library
- Health Sciences Library

**UW Bothell and CC**
- Library (LB1)

**King County Libraries**
- Downtown Bothell Library (18215 98th Avenue NE)
## TABLE OF CONTENTS

**FACT SHEET** .......................................................................................................................... i

**Chapter 1 – SUMMARY**

**Chapter 2 – INTRODUCTION AND DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

2.1 Project Location .............................................................................................................. 2-1
2.2 Project Summary .......................................................................................................... 2-1
2.3 Environmental Review and Purpose ............................................................................. 2-1
2.4 Background .................................................................................................................. 2-5
2.5 Existing Site Conditions ............................................................................................... 2-10
2.6 Missions Statement and Project Guiding Principles (Objectives) ................................. 2-14
2.7 Proposed Action(s) ...................................................................................................... 2-16
2.8 EIS Alternatives ........................................................................................................... 2-17
2.9 Benefits and Disadvantages of Deferring Implementation of the Proposal ................ 2-33

**Chapter 3 – AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, MITIGATION MEASURES and SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

3.1 Earth .......................................................................................................................... 3.1-1
3.2 Air Quality and Greenhouse Gases ............................................................................ 3.2-1
3.3 Wetlands/Plants and Animals .................................................................................... 3.3-1
3.4 Energy Resources ....................................................................................................... 3.4-1
3.5 Environmental Health ............................................................................................... 3.5-1
3.6 Land Use ................................................................................................................... 3.6-1
3.7 Population and Housing ............................................................................................. 3.7-1
3.8 Aesthetics/Views ......................................................................................................... 3.8-1
3.9 Recreation and Open Space ....................................................................................... 3.9-1
3.10 Historic and Cultural Resources ............................................................................. 3.10-1
3.11 Public Services and Utilities .................................................................................... 3.11-1
3.12 Transportation .......................................................................................................... 3.12-1

**Chapter 4 – REFERENCES**

**APPENDICES**

Appendix A – Distribution List
Appendix B – GHG Emissions Worksheets
Appendix C – Wetland Technical Memorandums
Appendix D – Historic Resources Addendum
Appendix E – Transportation Report

---

*Campus Master Plan Draft EIS* ix

*Table of Contents*
## LIST OF FIGURES

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-1</td>
<td>Vicinity Map</td>
<td>2-2</td>
</tr>
<tr>
<td>2-2</td>
<td>Campus Map</td>
<td>2-3</td>
</tr>
<tr>
<td>2-3</td>
<td>Development Areas</td>
<td>2-11</td>
</tr>
<tr>
<td>2-4</td>
<td>Campus Master Plan Building Height Limits</td>
<td>2-18</td>
</tr>
<tr>
<td>2-5</td>
<td>Campus Master Plan Landscape Buffers and Building Setbacks</td>
<td>2-19</td>
</tr>
<tr>
<td>2-6</td>
<td>Alternative 1 Site Plan</td>
<td>2-24</td>
</tr>
<tr>
<td>2-7</td>
<td>Alternative 2 Site Plan</td>
<td>2-28</td>
</tr>
<tr>
<td>2-8</td>
<td>Alternative 3 Site Plan</td>
<td>2-30</td>
</tr>
<tr>
<td>3.1-1</td>
<td>Existing Geologic Critical Areas</td>
<td>3.1-4</td>
</tr>
<tr>
<td>3.3-1</td>
<td>Existing Tree Map</td>
<td>3.3-5</td>
</tr>
<tr>
<td>3.6-1</td>
<td>Existing Land Uses</td>
<td>3.6-3</td>
</tr>
<tr>
<td>3.6-2</td>
<td>Existing Zoning Map</td>
<td>3.6-10</td>
</tr>
<tr>
<td>3.7-1</td>
<td>Census Tract Map</td>
<td>3.7-5</td>
</tr>
<tr>
<td>3.8-1</td>
<td>Viewpoint Location Map</td>
<td>3.8-12</td>
</tr>
<tr>
<td>3.8-2</td>
<td>Viewpoint Location A</td>
<td>3.8-14</td>
</tr>
<tr>
<td>3.8-3</td>
<td>Viewpoint Location B</td>
<td>3.8-15</td>
</tr>
<tr>
<td>3.8-4</td>
<td>Viewpoint Location C</td>
<td>3.8-17</td>
</tr>
<tr>
<td>3.8-5</td>
<td>Viewpoint Location D</td>
<td>3.8-18</td>
</tr>
<tr>
<td>3.8-6</td>
<td>Viewpoint Location E</td>
<td>3.8-19</td>
</tr>
<tr>
<td>3.8-7</td>
<td>Viewpoint Location F</td>
<td>3.8-21</td>
</tr>
<tr>
<td>3.8-8</td>
<td>Viewpoint Location G-1</td>
<td>3.8-22</td>
</tr>
<tr>
<td>3.8-9</td>
<td>Viewpoint Location G-2</td>
<td>3.8-23</td>
</tr>
<tr>
<td>3.8-10</td>
<td>Viewpoint Location H</td>
<td>3.8-25</td>
</tr>
<tr>
<td>3.8-11</td>
<td>Viewpoint Location I</td>
<td>3.8-26</td>
</tr>
<tr>
<td>3.10-1</td>
<td>Archaeological Predictive Model Map</td>
<td>3.10-4</td>
</tr>
<tr>
<td>3.12-1</td>
<td>Transportation Study Area</td>
<td>3.12-2</td>
</tr>
<tr>
<td>3.12-2</td>
<td>Existing Bicycle Facilities</td>
<td>3.12-3</td>
</tr>
<tr>
<td>3.12-3</td>
<td>Existing Transit Routes</td>
<td>3.12-4</td>
</tr>
<tr>
<td>3.12-4</td>
<td>Existing Campus Travel Mode Splits</td>
<td>3.12-5</td>
</tr>
</tbody>
</table>
## LIST OF TABLES

<table>
<thead>
<tr>
<th>Table</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-1</td>
<td>2-8</td>
</tr>
<tr>
<td>2-2</td>
<td>2-21</td>
</tr>
<tr>
<td>2-3</td>
<td>2-22</td>
</tr>
<tr>
<td>3.2-1</td>
<td>3.2-8</td>
</tr>
<tr>
<td>3.2-2</td>
<td>3.2-10</td>
</tr>
<tr>
<td>3.2-3</td>
<td>3.2-12</td>
</tr>
<tr>
<td>3.2-4</td>
<td>3.2-13</td>
</tr>
<tr>
<td>3.4-1</td>
<td>3.4-1</td>
</tr>
<tr>
<td>3.4-2</td>
<td>3.4-2</td>
</tr>
<tr>
<td>3.5-1</td>
<td>3.5-2</td>
</tr>
<tr>
<td>3.5-2</td>
<td>3.5-3</td>
</tr>
<tr>
<td>3.5-3</td>
<td>3.5-6</td>
</tr>
<tr>
<td>3.6-1</td>
<td>3.6-1</td>
</tr>
<tr>
<td>3.7-1</td>
<td>3.7-6</td>
</tr>
<tr>
<td>3.7-2</td>
<td>3.7-6</td>
</tr>
<tr>
<td>3.7-3</td>
<td>3.7-7</td>
</tr>
<tr>
<td>3.7-4</td>
<td>3.7-8</td>
</tr>
<tr>
<td>3.8-1</td>
<td>3.8-11</td>
</tr>
<tr>
<td>3.12-1</td>
<td>3.12-6</td>
</tr>
<tr>
<td>3.12-2</td>
<td>3.12-7</td>
</tr>
<tr>
<td>3.12-3</td>
<td>3.12-8</td>
</tr>
<tr>
<td>3.12-4</td>
<td>3.12-13</td>
</tr>
<tr>
<td>3.12-5</td>
<td>3.12-15</td>
</tr>
<tr>
<td>3.12-6</td>
<td>3.12-16</td>
</tr>
<tr>
<td>3.12-7</td>
<td>3.12-18</td>
</tr>
</tbody>
</table>
CHAPTER 1
SUMMARY

1.1 INTRODUCTION

This section provides a summary of the Draft Environmental Impact Statement (DEIS) 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. Refer to Chapter 2 of this DEIS 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

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 Draft 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)

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

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) 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. 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, 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 that would include a 30-foot wide landscape buffer, and the western portion of Development Area C adjacent to off-campus residences on NE 182nd Court and NE 183rd Court would contain a 45-foot wide building setback including a 30-foot wide landscape buffer.

---

1 Rounded to the nearest 100.
2 Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.
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 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 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 110th Avenue NE, and potential access scenarios for NE 185th Street.

1.5 EIS ALTERNATIVES

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 Draft 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 185th Street to the west, which would allow the internal campus roadway system to access Husky Hall in Development Area C. Additionally, NE 180th 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 108th Avenue NE, conversion of the existing NE 185th Street between 108th Avenue NE and 110th Avenue NE into campus open space (Development Areas C and D), and realignment of the southern end of 110th Avenue NE eastward, 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).

### 1.6 IMPACT SUMMARY

The following highlights the impacts that would potentially occur from the alternatives analyzed in this Draft 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 Draft EIS.
### Table 1-1
**IMPACT SUMMARY MATRIX**

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.1 - Earth</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No excavation or erosion-related impacts are anticipated.</td>
<td>• Development of 386,100 gsf of net new building space would result in a lower amount of excavation than Alternatives 1-3.</td>
<td>• 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.</td>
<td>• 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.</td>
<td>• 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.</td>
</tr>
<tr>
<td>• No impacts to geologic hazards are anticipated.</td>
<td>• 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).</td>
<td>• 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).</td>
<td>• 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).</td>
<td>• 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 Alternatives 1 and 2.</td>
</tr>
<tr>
<td><strong>3.2 – Air Quality</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No new construction would occur; no</td>
<td>• Construction associated with 386,100 gsf of net</td>
<td>• Short-term construction-related air quality impacts associated with 1,072,300 gsf</td>
<td>• Short-term construction-related air quality impacts associated with 907,300 gsf of</td>
<td>• Short-term construction-related air quality impacts associated with 907,300 gsf of</td>
</tr>
</tbody>
</table>
## No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>substantial changes to air quality would be anticipated.</td>
<td>new building space would result in localized short-term increases in particulates and vehicle/equipment emissions.</td>
<td>of net new building space, with a focus in the southwest portion of campus.</td>
<td>net new building space, with a focus in the central portion of campus.</td>
<td>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.</td>
</tr>
<tr>
<td>• No substantial changes to air quality resulting from building operations would occur.</td>
<td>• Emissions from exhaust vents and laboratory fume hoods during operation of 386,100 gsf of new building space would occur but would not result in air quality impacts.</td>
<td>• Operation-related emissions associated with 1,072,300 gsf of net new building space would be greater than No Action – Scenario B, but would not result in air quality impacts.</td>
<td>• Operation-related emissions associated with 907,300 gsf of net new building space would be greater than No Action – Scenario B but less than Alternative 1.</td>
<td>• Operation-related impacts would be similar to Alternative 2.</td>
</tr>
<tr>
<td>• No substantial changes to greenhouse gas emissions would occur.</td>
<td>• New development would result in total lifespan GHG emissions of approximately 403,660 MTCO2e.</td>
<td>• New development would result in total lifespan GHG emissions of approximately 1,121,069 MTCO2e.</td>
<td>• New development would result in total lifespan GHG emissions of approximately 948,564 MTCO2e.</td>
<td>• GHG emissions would be similar to Alternative 2.</td>
</tr>
</tbody>
</table>

### 3.3 – Wetlands and Plants/Animals

| • No impacts to wetlands would be anticipated. | • Direct impacts to wetlands would not occur. Wetland 14 (Development Area C) could be filled; | • 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; | • Impacts to wetlands would be similar to Alternative 1. | • Approximately 0.16-acre of Category III wetlands in Development Areas C and D could be filled. Wetland conditions associated with the |
### No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>fill of this wetland was accounted for under previous review and development.</td>
<td>Area C) could be filled; fill of this wetland was accounted for under previous review and development.</td>
<td>North Creek Stream and Wetland Areas would be similar to Alternatives 1 and 2.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- No impacts to plants would be anticipated.

- Depending on the location, development could potential impacts to some moderate 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.

- Construction could result in potential impacts to some moderate ecological trees, particularly within the central portion of Development Area B, the south portion of the Development Area C and the south portion of Development Area F.

- 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.

- 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.
## No Action Alternative

### Scenario A – Baseline Condition
- No impacts to fish would be anticipated.

### Scenario B – Allowed in PUD
- Increases in erosion and stormwater discharge would occur but would not be anticipated to affect fish habitat.
- Development in Development Areas A, B, E and F would result in increased loss of existing urban habitat and temporary construction-related disturbances to animals.

### Alternative 1 – Develop Institutional Identity
- Increases in erosion and stormwater discharge would occur but would not be anticipated to affect fish habitat within North Creek.
- Development in Development Areas A, B, E and F would result in loss of existing urban habitat and increased temporary construction-related disturbances to animals.

### Alternative 2 – Develop the Core
- Impacts to fish habitat within North Creek would be similar to Alternative 1.
- Development within Development Areas B, E and F would result in a loss of existing urban habitat. Impacts from construction-related disturbances would be greater than Alternative 1, due to the increased amount of development in Development Areas E and F.

### Alternative 3 – Growth along Topography
- Impacts to fish habitat within North Creek would be similar to Alternative 1 and 2.
- Construction disturbances in Development Areas B, E and F would be similar to Alternative 2 and result in the loss of existing urban habitat.

## 3.4 – Energy

### No change in electricity demand would be anticipated.
- 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.

### Alternative 1 – 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.

### Alternative 2 – 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.

### Alternative 3 – Increased demand for electrical power from new building uses would be as described for Alternative 2. Compared to expansion of the chiller station, Alternative 3 assumes development of a new satellite station in Development Area C.
No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>station west of the South Parking Garage required to meet air conditioning needs.</td>
<td>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).</td>
<td>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).</td>
<td>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).</td>
<td>Increased demand for natural gas power from new building uses would be as described for Alternative 2.</td>
</tr>
</tbody>
</table>

3.5 – Environmental Health

- No environmental health impacts would occur.
- 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.
- The potential for new research/laboratory facilities would be higher than No Action – Scenario B due to the increased amount of academic space. Impacts to human health would not be anticipated.
- Impacts to human health would be as described for Alternative 1 due to the similar amount of net new academic space.
- Impacts to human health would be as described for Alternative 1 due to the similar amount of net new academic space.
### No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No noise impacts would occur.</td>
<td>• Development of 386,100 gsf of net new building space would result in noise-related impacts associated with temporary construction and operation of new uses.</td>
<td>• Development of 1,072,300 gsf of net new building space 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.</td>
<td>• Development of 907,300 gsf of net new building space would result in noise-related impacts that would be similar but less than <strong>Alternative 1</strong>, due to the lower amount of student housing.</td>
<td>• Noise-related impacts would be similar to <strong>Alternative 2</strong>.</td>
</tr>
</tbody>
</table>

### 3.6 – Land Use

| • No construction-related impacts would be anticipated. | • Temporary construction-related impacts would be similar but less than **Alternatives 1-3**. | • Temporary construction-related impacts associated with noise, emissions, vibration and traffic would occur primarily in and adjacent to Development Areas A, B and F. | • Temporary-construction Impacts would be similar to **Alternative 1**, but in Development Areas A, B, C, E, and F. | • Impacts would be similar but greater than **Alternatives 1 and 2**, due to the additional demolition activities associated with the removal of Husky Hall and Husky Village. |
| • No new development would occur on campus | • Development of 386,100 gsf of net new building space would result in increased density and activity levels, but would be less than **Alternatives 1-3**. | • 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. | • 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). | • 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. |
### No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>The total increase in campus population would be approximately 1,961 people (FTE students, faculty and staff).</td>
<td>Population increases would be as described for Alternative 1.</td>
<td>Boulevard would also increase activity levels.</td>
</tr>
<tr>
<td>No changes in student population would be anticipated.</td>
<td>The total increase in campus population would be approximately 1,961 people (FTE students, faculty and staff).</td>
<td>Population increases would be as described for Alternative 1.</td>
<td>Population increases would be as described for Alternative 1.</td>
<td></td>
</tr>
<tr>
<td>New housing would not be provided and the increase in population would be anticipated to reside in the City of Bothell and surrounding areas.</td>
<td>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.</td>
<td>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 Alternative 1).</td>
<td>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 Alternative 1).</td>
<td></td>
</tr>
</tbody>
</table>

### 3.7 – Populations and Housing

- No changes in student population would be anticipated.
- New housing would not be provided and the increase in population would be anticipated to reside in the City of Bothell and surrounding areas.
- 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.
- 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 Alternative 1).
- Population increases would be as described for Alternative 1.

### 3.8 – Aesthetics

- No aesthetic changes would occur.
- Development of 386,100 gsf of net new building space would change the aesthetic character to reflect new buildings on campus.
- Development of 1,072,300 gsf of net new building space would change the aesthetic character to reflect new buildings on campus, particularly in Development Areas A, B and F. Existing open space areas would be retained and new open spaces would be.
- 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.
- 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.
<table>
<thead>
<tr>
<th>No Action Alternative</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scenario A – Baseline Condition</strong></td>
<td>would occur without an overall plan for the entire campus.</td>
<td>be included with new building development.</td>
<td>included with new building development.</td>
</tr>
<tr>
<td><strong>Scenario B – Allowed in PUD</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No changes to existing views would occur.</td>
<td>• Depending on the location of development, views on campus could change to reflect increased density.</td>
<td>• 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 180th St., 110th Ave NE, Beardslee Boulevard, NE 182nd Ct, and NE 183rd Ct.</td>
<td>• 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 180th St., 110th Ave NE, Beardslee Boulevard, NE 182nd Ct, and NE 183rd Ct.</td>
</tr>
</tbody>
</table>

### 3.9 – Recreation and Open Space

<table>
<thead>
<tr>
<th>No Action Alternative</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No impacts to open spaces would be anticipated.</td>
<td>• Demand for recreation and open space would increase with increased student enrollment. New open space areas would be provided as a part of development.</td>
<td>• Demand for recreation and open space would increase and would be greater than <strong>No Action – Scenario B</strong>, 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 existing ARC building could be provided.</td>
<td>• Impacts would be similar to <strong>Alternative 1</strong>, although demand would be somewhat less than <strong>Alternative 1</strong> due to fewer students living on-campus.</td>
</tr>
</tbody>
</table>
### No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
</table>

#### 3.10 – Historic and Cultural Resources

- **No historic resources impacts would occur.**
  - 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.
  - 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.
  - 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 **Alternative 1**, but a greater potential for indirect impacts to the Chase House.
- **No cultural resources impacts would occur.**
  - Moderate to high risk for encountering archaeological resources if development occurs in Development Areas A, B, E, F or G.
  - Higher potential for encountering archeological resources than **Alternative 1** due to the focus of development in Development Areas E and F.
  - The risk for encountering potential archaeological resources is similar to **Alternative 2**.

#### 3.11 – Public Services and Utilities

- **There would be no increase in demand for fire services.**
  - Fire service incidents estimated to increase by approx. 1.3
  - Fire service incidents estimated to increase similar to **No Action – Scenario B**. An increase student housing and on-campus residents could
  - Impacts related to fire services would increase but at a slightly lower level than **Alternative 1**, due to fewer students living on-campus.
  - Impacts related to fire services would increase but at a slightly lower level than **Alternative 1**, due to fewer students living on-campus.
### No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>incidents a year (22 percent increase).</td>
<td>result in a slightly higher potential for incidents.</td>
<td>• Police service incidents estimated to increase similar to No Action – Scenario B. An increase in student housing and on-campus residents could result in a slightly higher potential for incidents.</td>
<td>• Impacts related to police services would increase but at a slightly lower level than Alternative 1, due to fewer students living on-campus.</td>
<td>• Impacts related to police services would increase but at a slightly lower level than Alternative 1, due to fewer students living on-campus.</td>
</tr>
<tr>
<td>• There would be no increase in demand for police services.</td>
<td>• Police service incidents estimated to increase by approx. 2.6 calls a year (22 percent increase).</td>
<td>• Police service incidents estimated to increase similar to No Action – Scenario B. An increase in student housing and on-campus residents could result in a slightly higher potential for incidents.</td>
<td>• Developments 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 greater than No Action – Scenario B.</td>
<td>• 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. Increased demand for water service, sewer service and stormwater would be similar to Alternative 2.</td>
</tr>
<tr>
<td>• There would be no increase in demand utilities.</td>
<td>• 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.</td>
<td>• 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.</td>
<td>• The primary pedestrian and bicycle route would occur on Campus Way NE by eliminating transit use on this street.</td>
<td>• The primary pedestrian connection would be through the center of campus connecting to the transit center on Beardslee Boulevard.</td>
</tr>
</tbody>
</table>

### 3.12 – Transportation

- No changes to pedestrian or bicycle routes would occur.
- No changes to pedestrian or bicycle routes would occur.
- Traffic calming measures would be implemented along Campus Way NE.
- The primary pedestrian and bicycle route would occur on Campus Way NE by eliminating transit use on this street.

- Increased demand for water service, sewer service and stormwater would be similar to Alternative 2.
### No Action Alternative

<table>
<thead>
<tr>
<th>Scenario A – Baseline Condition</th>
<th>Scenario B – Allowed in PUD</th>
<th>Alternative 1 – Develop Institutional Identity</th>
<th>Alternative 2 – Develop the Core</th>
<th>Alternative 3 – Growth along Topography</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No changes to transit access and circulation would occur.</td>
<td>• No changes to transit access and circulation would occur.</td>
<td>• No changes to transit access or circulation. Up to 4 bays would be provided which would be insufficient for future increases in transit service.</td>
<td>• Two-way transit circulation along NE 185th Street. Up to 8 bays would be provided which would be sufficient for future increases in transit service.</td>
<td>• 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.</td>
</tr>
<tr>
<td>• No increases in traffic volumes would occur.</td>
<td>• Increases in campus population would result in approximately 4,590 net new daily trips, including 531 AM peak hour trips and 568 PM peak hour trips.</td>
<td>• Approximately 3,870 net new daily trips, including 397 AM peak hour trips and 491 PM peak hour trips.</td>
<td>• Traffic volumes would be greater than Alternative 1, with approximately 4,320 net new daily trips, including 481 AM peak hour trips and 539 PM peak hour trips.</td>
<td>• Traffic volumes would be greater than Alternative 1, with approximately 4,320 net new daily trips, including 481 AM peak hour trips and 539 PM peak hour trips.</td>
</tr>
<tr>
<td>• All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</td>
<td>• All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</td>
<td>• All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</td>
<td>• All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</td>
<td>• All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</td>
</tr>
<tr>
<td>• LOS and delays at campus access intersections would increase</td>
<td>• LOS and delays at campus access intersections would be greater than No Action – Scenario A.</td>
<td>• LOS and delays at campus access intersections would be lower than No Action – Scenario B.</td>
<td>• LOS and delays at campus access intersections would be lower than No Action – Scenario B.</td>
<td>• LOS and delays at campus access intersections would be lower than No Action – Scenario B.</td>
</tr>
<tr>
<td>No Action Alternative</td>
<td>Alternative 1 – Develop Institutional Identity</td>
<td>Alternative 2 – Develop the Core</td>
<td>Alternative 3 – Growth along Topography</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------</td>
<td>----------------------------------</td>
<td>------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Scenario A – Baseline Condition</td>
<td>Scenario B – Allowed in PUD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No changes to parking supply; approximately 2,500 parking stalls would exist on campus.</td>
<td>• Approximately 4,600-6,600 parking stalls would be provided and would accommodate on-campus parking demand.</td>
<td>• Approximately 3,700 parking stalls would be provided which would be anticipated to accommodate on-campus parking demand.</td>
<td>• Approximately 4,200 parking stalls would be provided and would be anticipated to accommodate on-campus parking demand.</td>
<td></td>
</tr>
<tr>
<td>• Approximately 3,700 parking stalls would be provided which would be anticipated to accommodate on-campus parking demand.</td>
<td>• Approximately 3,700 parking stalls would be provided which would be anticipated to accommodate on-campus parking demand.</td>
<td>• Approximately 3,700 parking stalls would be provided which would be anticipated to accommodate on-campus parking demand.</td>
<td>• Approximately 4,200 parking stalls would be provided and would be anticipated to accommodate on-campus parking demand.</td>
<td></td>
</tr>
</tbody>
</table>
1.7 MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Earth

Mitigation Measures

- 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 as 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 mitigation measures identified above, no significant unavoidable earth-related impacts are 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 theses 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).

**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; and, Development Areas B, C, D, E and F under Alternatives 3. 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 mitigations 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.

**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. 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. The implementation of general policies, development programs, and development standards in the *Campus Master Plan* are intended to mitigate the change in aesthetic character 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**

*Proposed Transportation Management Program*

With the goal of reducing reliance on single-occupancy vehicles (SOV) trips to the UW Bothell/CC 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.

Other potential TMP strategies include, but are not limited to, maintenance or enhancements to programs related to:

- U-PASS
- Transit
- Parking Management
- Pedestrian and Bicycle Travel
- Telecommuting
Potential Roadway Improvements

The current PUD conditions with the City of Bothell require additional road 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 wetland restoration which was required as part of the original campus development. Given the limits of the existing proposed Campus Master Plan, the right-of-way dedication could extend along the Husky Village frontage. Mitigation of project-related impacts along Beardslee Boulevard could include:

- Dedication of right-of-way for the City to provide improvements, or
- Payment of transportation impact fees (see discussion below)

Transportation Impact Fees

Development of the Campus Master Plan would require payment of the City of Bothell and Snohomish County transportation impact fee to mitigate potential off-site impacts of the proposal. 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 specific 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 3, 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.
CHAPTER 2
INTRODUCTION AND DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

This chapter of the Draft 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 3). 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 Draft EIS.

2.1 PROJECT LOCATION

The campus encompasses an area of approximately 135 acres\(^1\). 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

As described in detail in Chapter 3 of this Draft 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

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.

---

\(^1\) 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.
Figure 2-1
Vicinity Map
University of Washington Bothell/Cascadia College Campus Master Plan
Draft Environmental Impact Statement

Figure 2-2

Campus Map

Note: This map is not to scale.

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
- *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

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. Three 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.

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.

---

2 Conditions associated with construction and operation of development under the EIS Alternatives will be analyzed for each of the elements.
As the SEPA lead agency, the University of Washington is responsible for ensuring SEPA compliance.

2.4 BACKGROUND

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.

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) 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 110th 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

---

3 Per City of Bothell requirements, each phase of development on the campus requires the approval of a PUD application.
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. 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 180th Street/110th 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 Bothell4. Table 2-1 provides a summary of the existing building development on the campus.

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

*Source: UW Bothell and CC, 2017.*

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

4 The Marvin Property was purchased and Husky Hall was leased with an option to purchase.
Programs, Enrollment and Staffing

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 (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\(^5\) (Areas A through G). 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

#### 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). 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\(^{th}\) Street. Development Area A is generally bordered by NE 180\(^{th}\) 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).

---

\(^5\) 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.
University of Washington Bothell/Cascadia College Campus Master Plan
Draft Environmental Impact Statement

Figure 2-3
CMP Development Areas Map

Note: This figure is not to scale.

• **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 110th Avenue NE on the west, NE 180th Street on the south, Campus Way NE on the east, and the northern edge of Mobius Hall (CC3) on the north.

• **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 110th Avenue NE on the east, NE 180th Street on the south, the campus boundary on portions of the west and south (adjacent to off-campus single family residences), 108th Avenue NE to the west, and NE 185th 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, 110th 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, 108th Avenue NE on the west, and NE 185th 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 180th 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 180th 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/110th 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 185th 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 Park⁶ and the Sammamish River. The area further to the south, beyond the Sammamish River, is primarily comprised of single-family

---

⁶ Bracketts Landing Park is owned by the City of Bothell and is a small pocket park of open space along the Sammamish River.
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 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.

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

**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)

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 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\(^7\)) 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\(^8\). 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).

---

\(^7\) Rounded to the nearest 100.

\(^8\) Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.
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 landscape buffers and building setbacks would also be established for the portions of campus located adjacent to residential neighborhoods. For example, 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 off-campus residences on NE 182nd Court and NE 183rd Court would contain a 45-foot wide building setback (including a 30-foot wide landscape buffer). 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 *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 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 110th Avenue NE, and potential access scenarios for NE 185th Street.

### 2.8 EIS ALTERNATIVES

**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 space⁹

---

⁹ Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village.
Figure 2-4

Campus Master Plan Building Heights

Note: This figure is not to scale.
**University of Washington Bothell/Cascadia College Campus Master Plan**

**Draft Environmental Impact Statement**

**Figure 2-5**

EIS Alternative Landscape Buffers and Setbacks

Note: This map is not to scale.

**Source:** Mahlum Architects and EA Engineering, 2017.
As SEPA lead agency, the University of Washington is responsible for ensuring SEPA compliance for future projects as they are proposed.

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)*; and,
- **Alternative 3** – *Growth along Topography (Northward Growth)*.

Alternatives 1, 2 and 3 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 current 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 and 3). Two scenarios are analyzed for this alternative in the Draft 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.
### TABLE 2-2
**SUMMARY OF EIS ALTERNATIVES LAND USE ASSUMPTIONS**

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

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

---

<sup>10</sup> Assumes the demolition of the 3,200 gsf Truly House.

<sup>11</sup> Includes demolition of 74,200 gsf Husky Village and 31,800 gsf Husky Hall.

<sup>12</sup> Includes existing 757,700 gsf of building space on campus.
## TABLE 2-3
SUMMARY OF NET NEW DEVELOPMENT UNDER THE EIS ALTERNATIVES BY DEVELOPMENT AREA

<table>
<thead>
<tr>
<th>Development Area</th>
<th>Alternative 1 (Southward Growth)</th>
<th>Alternative 2 (Central Growth)</th>
<th>Alternative 3 (Northward Growth)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>293,000 GSF</td>
<td>13,400 GSF</td>
<td>0 GSF</td>
</tr>
<tr>
<td>B</td>
<td>340,000 GSF</td>
<td>404,200 GSF</td>
<td>184,200 GSF</td>
</tr>
<tr>
<td>C</td>
<td>10,000 GSF</td>
<td>70,000 GSF</td>
<td>49,600 GSF</td>
</tr>
<tr>
<td>D</td>
<td>53,100 GSF</td>
<td>0 GSF</td>
<td>295,800 GSF</td>
</tr>
<tr>
<td>E</td>
<td>0 GSF</td>
<td>125,000 GSF</td>
<td>125,100 GSF</td>
</tr>
<tr>
<td>F</td>
<td>379,000 GSF</td>
<td>293,000 GSF</td>
<td>244,200 GSF</td>
</tr>
<tr>
<td>G</td>
<td>0 GSF</td>
<td>0 GSF</td>
<td>10,000 GSF</td>
</tr>
</tbody>
</table>


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.
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. 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 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.¹³

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

¹³ The range in parking supply is due to changes in mode split assumptions for the on-campus population.
Bothell student FTEs). See the discussion below under Building Development and Table 2-2 for detail.

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 185th 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 110th Avenue NE in Development Area C, and south of NE 180th 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 110th 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 185th Street, amount and location of parking, and internal vehicular and transit circulation as described below.
• **Access from NE 185th 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 185th 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 185th 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 180th Street would be realigned further south to accommodate assumed building development, and traffic-calming features would be added to Campus Way NE. It is also assumed that the Transit Center remains in its existing location near the intersection of Campus Way NE and 110th 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.

• **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)\(^{14}\). The remaining approximately 50 percent of the new parking would distributed throughout Development Areas C, E and F\(^{15}\).

**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). 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.

\(^{14}\) Includes stalls associated with a stand-alone parking structure and structured parking associated with residential buildings.

\(^{15}\) 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.
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 185th 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 180th 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.
University of Washington Bothell/Cascadia College Campus Master Plan
Draft Environmental Impact Statement

Figure 2-7
Alternative 2 Site Plan

Vehicular Circulation and Parking

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

- **Access from NE 185th 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, NE 185th Street would be opened between Beardslee Boulevard and 110th 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 180th Street and 110th Avenue NE.

The Transit Center would be relocated from the current location to NE 185th 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.

- **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 an 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 110th Avenue NE. The existing south campus access would remain as under current conditions. Certain transportation improvements related to access from NE 185th 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.

### 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** – 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.

Under Alternative 3, 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).
2.9 **BENEFITS AND DISADVANTAGES OF DEFERRING IMPLEMENTATION OF THE PROPOSAL**

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.

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.
CHAPTER 3

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 Draft EIS alternatives.

3.1 EARTH

This section of the Draft 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

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 liquefaction.

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 180th Street.

---

1 Cascadia Community College and University of Washington Bothell Draft EIS. June 1995.
Figure 3.1-1
Existing Geologic Critical Areas

Existing Landslide Hazard Areas

Existing Seismic Hazard Areas

Source: City of Bothell, 2017.
3.1.2 Impacts

This section of the Draft 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 – 3 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
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.

**Potential Indirect/Cumulative Impacts**

Development under Alternatives 1 – 3, 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

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 as 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

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 Draft 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.

3.2.1 Affected Environment

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 - NO₂, and sulfur dioxide - SO₂). 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 – NOx), coarse and fine particulate matter (PM10 and PM2.5), and SO2. 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 SO2 and NOx 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.¹

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

- 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

---

¹ IPCC, Fifth Assessment Report, November 2014.
² 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:3

- 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

---

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.

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
To report their GHG emissions to Ecology. Requirements for reporting began on January 1, 2012.

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 campus4. **Table 3.2-1** summarizes the existing lifespan and annual emissions generated by existing campus development5.

---

4 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.

5 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.
Table 3.2-1
GREENHOUSE GAS EMISSIONS – 2017 UW BOTHELL/CC EXISTING ON-CAMPUS CONDITIONS

<table>
<thead>
<tr>
<th>Building Square Feet</th>
<th>Lifespan Emissions (MTCO₂e)</th>
<th>Anticipated Lifespan (years)</th>
<th>Estimated Annual Emissions (MTCO₂e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academic and Housing</td>
<td>757,700</td>
<td>792,160</td>
<td>62.5</td>
</tr>
</tbody>
</table>


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\(^7\) (within 0.25 mile of campus), which would contribute an additional 73,915 lifespan emissions (MTCO₂e) and 1,183 annual emissions (MTCO₂e), not accounted for in Table 3.2-1.

3.2.2 Impacts

This section of the Draft 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.

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 6 MTCO₂e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO₂ emissions reduced or sequestered.

\(^7\) Leased off-campus space is located along Beardslee Boulevard and does not include Husky Hall.
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, 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 MTCO2e and 6,459 MTCO2e, respectively).

<table>
<thead>
<tr>
<th>Building Square Feet</th>
<th>Lifespan Emissions (MTCO2e)9</th>
<th>Anticipated Lifespan</th>
<th>Estimated Annual Emissions (MTCO2e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academic Use</td>
<td>386,100</td>
<td>403,660</td>
<td>62.5</td>
</tr>
</tbody>
</table>

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.

8 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.
9 MTCO2e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO2 emissions reduced or sequestered.
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 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.

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 MTCO₂ₑ and 17,937 MTCO₂ₑ, respectively).

Table 3.2-3
GREENHOUSE GAS EMISSIONS – ALTERNATIVE 1

<table>
<thead>
<tr>
<th>Building Square Feet</th>
<th>Lifespan Emissions (MTCO₂ₑ)¹⁰</th>
<th>Anticipated Lifespan</th>
<th>Estimated Annual Emissions (MTCO₂ₑ)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academic &amp; Student Housing</td>
<td>1,072,300</td>
<td>1,121,069</td>
<td>62.5</td>
</tr>
</tbody>
</table>

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

¹⁰ MTCO₂ₑ is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO₂ emissions reduced or sequestered.
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 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 185th 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.

**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 MTCO2e and 15,177 MTCO2e, respectively).

<table>
<thead>
<tr>
<th>Building</th>
<th>Lifespan Emissions (MTCO2e)</th>
<th>Anticipated Lifespan</th>
<th>Estimated Annual Emissions (MTCO2e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academic &amp; Student Housing</td>
<td>948,564</td>
<td>62.5</td>
<td>15,177</td>
</tr>
</tbody>
</table>


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.

---

11 MTCO2e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO2 emissions reduced or sequestered.
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 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 108th 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.

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).
Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 3 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.

- 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

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 Draft 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.

3.3.1 Affected Environment

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 180th and 113th 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.

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 depressional located west of 110th 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 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 110th 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).

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**

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 though 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 (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
Figure 3.3-1
Existing Tree Canopy Ecological Values

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)\(^1\).

- **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, 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. 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-fir 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

\(^1\) 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.
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.

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 (*Eremophila 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**

This section of the Draft 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\(^2\) 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), 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.

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

---

\(^2\) 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.
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.

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 located 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.

**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.

**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.

### Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 3 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

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

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 Draft 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.

3.4.1 Affected Environment

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


1 Does not include electrical usage associated with Husky Village, Husky Hall or the existing parking garages.
2 Kilowatt hour is a unit of energy equal to 1,000 watt-hours.
### Table 3.4-2
**CAMPUS NATURAL GAS USAGE 2014 - 2016**

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

*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\(^5\) (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\(^{st}\) 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.

---

3 Does not include natural gas usage for Husky Hall or Husky Village.
4 Kilo British Thermal Units - a measure of heat energy
5 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

This section of the Draft 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. 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.

---

6 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.

**Potential Indirect/Cumulative Impacts**

Development under Alternatives 1 – 3 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**

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

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 Draft 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.

3.5.1 Affected Environment

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. 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.

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

---

1 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.
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**

<table>
<thead>
<tr>
<th>Noise Source or Activity</th>
<th>dBA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet takeoff (at 200 feet)</td>
<td>120</td>
</tr>
<tr>
<td>Construction Site, maximums (typical: 90 dBA)</td>
<td>110</td>
</tr>
<tr>
<td>Shout (at 5 feet)</td>
<td>100</td>
</tr>
<tr>
<td>Heavy truck (passing by at 50 feet)</td>
<td>90</td>
</tr>
<tr>
<td>Urban street on a main arterial</td>
<td>80</td>
</tr>
<tr>
<td>Automobile interior – freeway at 200 feet</td>
<td>70</td>
</tr>
<tr>
<td>Normal conversation (at 3 feet)</td>
<td>60</td>
</tr>
<tr>
<td>Office, classroom (with abundant activity sounds)</td>
<td>40 to 50</td>
</tr>
<tr>
<td>Living room (no audio or TV in use)</td>
<td>40</td>
</tr>
<tr>
<td>Bedroom (at a late hour, insulated windows)</td>
<td>20</td>
</tr>
<tr>
<td>Broadcast studio</td>
<td>20</td>
</tr>
<tr>
<td>Rustling leaves</td>
<td>10 to 15</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>Land Use of Noise Source</th>
<th>Land Use of Receiving Property</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Residential Day/Night</td>
</tr>
<tr>
<td>Residential</td>
<td>55/45</td>
</tr>
<tr>
<td>Commercial</td>
<td>57/47</td>
</tr>
<tr>
<td>Industrial</td>
<td>60/50</td>
</tr>
</tbody>
</table>

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.

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 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.

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.

3.5.2 Impacts

This section of the Draft 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>
<thead>
<tr>
<th>Equipment</th>
<th>Average Noise Level (dBA measured 50 ft. from the equipment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dump Truck (15-20 cu.yd. capacity)</td>
<td>91</td>
</tr>
<tr>
<td>Scraper</td>
<td>88</td>
</tr>
<tr>
<td>Backhoe</td>
<td>85</td>
</tr>
<tr>
<td>Concrete Mixer</td>
<td>85</td>
</tr>
</tbody>
</table>

Table 3.5-3
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.

**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 building operational systems (e.g., mechanical systems, etc.) and traffic noise. Increased traffic volumes from new development 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 the Campus Master Plan is not anticipated to result in significant noise impacts. 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.

Due to the nature of academic and student housing uses on campus, 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 1 would result in the potential for noise impacts associated with temporary construction and operation of new uses as part of the Campus Master Plan.

**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, the relocation of the existing on-campus transit center to a new on-campus location at NE 185th 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.

**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 108th 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 108th 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 108th 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.

**Potential Indirect/Cumulative Impacts**

To the extent that construction activities associated with under Alternatives 1 – 3 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**

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).

3.5.4 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.
3.6 LAND AND SHORELINE USE

This section of the Draft 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.

3.6.1 Affected Environment

Existing Campus

The UW Bothell/CC campus is located to the east of downtown Bothell and west of Interstate-405 (I-405). The UWB/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

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


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 located in the northern portion of this area of campus and provides a greenhouse, classroom and support space for education, research and public outreach.

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 (see Figure 3.6-1 for an illustration of existing campus uses and existing surrounding land uses).
University of Washington Bothell/Cascadia College Campus Master Plan
Draft Environmental Impact Statement

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 180th Street on the north, Campus Way NE and SR-522 on the south and east, and the campus boundary and adjacent off-campus 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 110th Avenue NE on the west, NE 180th 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).

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.

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 encompasses the land 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 110th Avenue NE on the east, the campus boundary on portions of the west and south, 108th Avenue NE to the west and NE 185th 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 185th Street on the
south. Land uses within Development Area D reflect the residential uses associated with Husky Village, existing roadways (include 110th Avenue NE and NE 185th 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. 110th Avenue NE within Development Area D also serves as the northern entrance to the UW Bothell/CC campus and the intersection of 110th 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 180th 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 180th 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 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 downtown Bothell 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 Sammammish River which is located to south of campus and also forms the southern boundary of downtown Bothell. North Creek connects with the Sammammish 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/110th 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 185th 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 Park¹ 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 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. 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.

¹ 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 designation 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 amended January 2011)*. 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 designations 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

This section of the Draft 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
University of Washington Bothell/Cascadia College Campus Master Plan
Draft Environmental Impact Statement

Figure 3.6-2
Existing Zoning Map
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. 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 Action 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); and, Alternative 3 – Growth along Topography (Northward Growth).

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

---

2 Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.
remain the same it is anticipated that no significant land use 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. 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 185th 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 110th Avenue NE (Development Area C) and south of NE 180th 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. Approximate 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 182nd Court and NE 183rd 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 108th 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 185th 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 Master Plan Draft EIS

Land Use

campus residential uses on NE 182nd Court, NE 183rd Court, Valley View Road and Circle Drive; the western edge of Development Area C (adjacent to 108th 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 110th Avenue NE. The existing south campus access would remain as under current conditions. Transportation improvements related to access from Beardslee Boulevard and NE 185th 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 108th 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 108th Avenue NE. NE 185th Street would be vacated as part of this alternative and a new roadway would be provided through Development Area C to connect Beardslee Boulevard with 110th 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

3 NE 185th Street currently provides only local access between Beardslee Boulevard and 110th Avenue NE, and does not serve as a thru-street connection to other portions of the UW Bothell/CC campus.
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.

**Potential Indirect/Cumulative Impacts**

Development under Alternatives 1 – 3 (and to a lesser extent 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 – 3 (and to a lesser extent 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**

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.
3.6.4 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; and, Development Areas B, C, D, E and F under Alternatives 3. 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

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;
- City of Bothell Municipal Code; and,
- City of Bothell Shoreline Master Program

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 statewide 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 – 3 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 – 3 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 – 3.

**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 – 3, 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 Alternative 3 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 – 3 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.
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 – 3 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 – 3 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 – 3 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 and 3 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 – 3, 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 – 3 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 – 3. 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**

**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, 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; however, it also notes that development on the campus is regulated by a Planned Unit Development (PUD) that has been adjusted in accordance with BMC 12.30. Campus District requirements include the following:

- **12.64.108(B)(1)** – provisions for pedestrian and bicycle access in accordance with the adopted pedestrian and bicycle facilities plan within the Comprehensive Plan;
- **12.64.108(B)(2)** – aesthetic requirements for development that is visible from I-405 and SR-522;
- **12.64.108(B)(3)** – architectural design requirements, including building compatibility, glare, HVAC locational standards, and maximum building heights of 65 feet west of Campus Way NE and 113th Avenue NE and 100 feet east of Campus Way NE and 113th Avenue NE;
- **12.64.108(B)(4)** – building setback requirements of 25 feet from public rights-of-way and 30 feet from residential uses per BMC 12.14.070D;
- **12.64.108(B)(5)** – landscaping requirements, including requirements for parking, service and loading areas, and the use of shade trees along North Creek; and,
- **12.64.108(B)(6)** – parking requirements pursuant to BMC 12.16.

**Discussion:** As described previously, development of the Campus Master Plan under EIS Alternatives 1 – 3 would be 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 would be intended to ensure that new development is consistent and compatible with the existing campus environment and surrounding areas and meet the aesthetic requirements to address views from I-405 and SR-522. Building setback requirements and landscaping standards would also be 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 and G) and 100-feet for the portions of campus that are east of Campus Way NE (Development Areas E and F), and would be consistent with the Downtown Subarea Plan and Regulations.
New parking would be provided on the campus under EIS Alternatives 1 – 3. Under Alternatives 1 and 2, approximately 3,700 total parking stalls would be provided on campus; Alternative 3 would include approximately 4,200 total parking stalls (see Section 3.12, Transportation, for further details on parking).

Since 1995, development on the campus has occurred under the provisions of the approved planned unit development (PUD) and associated campus master plan. The UW Bothell and CC are now proposing a new Campus 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.

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 – 3 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.
3.7  POPULATION AND HOUSING

This section of the Draft 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.

3.7.1  Affected Environment

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**

<table>
<thead>
<tr>
<th></th>
<th>19 years and under</th>
<th>20 years to 54 years</th>
<th>55 years and older</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Campus Surrounding Area</strong></td>
<td>6,276 (25%)</td>
<td>12,530 (49%)</td>
<td>6,577 (26%)</td>
</tr>
<tr>
<td><strong>City of Bothell</strong></td>
<td>10,212 (25%)</td>
<td>21,005 (51%)</td>
<td>9,990 (24%)</td>
</tr>
</tbody>
</table>

Table 3.7-2
SUMMARY OF AREA POPULATION BY INCOME LEVELS

<table>
<thead>
<tr>
<th></th>
<th>Median Household Income</th>
<th>Percent of Families with Income Below the Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campus Surrounding Area</td>
<td>$79,681</td>
<td>5%</td>
</tr>
<tr>
<td>City of Bothell</td>
<td>$81,972</td>
<td>6%</td>
</tr>
</tbody>
</table>


Table 3.7-3
SUMMARY OF AREA POPULATION BY RACE

<table>
<thead>
<tr>
<th></th>
<th>White</th>
<th>African-American</th>
<th>American-Indian</th>
<th>Asian</th>
<th>Hawaiian/Pacific Islander</th>
<th>Other</th>
<th>Two or More Races</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campus Surrounding Area</td>
<td>19,771 (78%)</td>
<td>522 (2%)</td>
<td>103 (&lt;1%)</td>
<td>2,939 (12%)</td>
<td>87 (&lt;1%)</td>
<td>750 (3%)</td>
<td>1,211 (5%)</td>
</tr>
<tr>
<td>City of Bothell</td>
<td>31,089 (75%)</td>
<td>649 (2%)</td>
<td>215 (&lt;1%)</td>
<td>5,676 (14%)</td>
<td>95 (&lt;1%)</td>
<td>1,266 (3%)</td>
<td>2,217 (5%)</td>
</tr>
</tbody>
</table>


**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. 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).
Existing UW Bothell/CC Student, Faculty and Staff Housing Data

The UW Bothell and Cascadia College maintain data on the existing campus population (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 of 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>
<thead>
<tr>
<th></th>
<th>City of Bothell</th>
<th>Campus and Surrounding Area¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner-Occupied Units</td>
<td>10,721</td>
<td>6,641</td>
</tr>
<tr>
<td>Renter-Occupied Units</td>
<td>5,252</td>
<td>3,530</td>
</tr>
<tr>
<td>Vacant Units</td>
<td>778</td>
<td>566</td>
</tr>
<tr>
<td><strong>Total Housing Units</strong></td>
<td><strong>16,751</strong></td>
<td><strong>10,737</strong></td>
</tr>
</tbody>
</table>

¹ UW Bothell and Cascadia College Fall 2016 enrollment and faculty/staff data.
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

This section of the Draft 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. 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

---

2 Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.
remain. Under Scenario 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 facilities (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 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.

Potential Indirect/Cumulative Impacts

The increase in population on the campus under Alternatives 1 – 3, 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

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 – 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.
3.7.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to population or housing are anticipated.
3.8 **AESTHETICS/VIEWS**

This section of the Draft EIS describes the existing aesthetic and view conditions 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 and views that could occur as a result of the *Campus Master Plan*.

### 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.

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.

**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.

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 180th 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).

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. 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 180th Street and 110th 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 180th Street and portions of the north and south end of Campus Way NE within Development Area B.

**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 existing campus uses and the adjacent off-campus residential uses to the west. NE 185th 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 185th Street.

**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. 110th 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 110th Avenue NE and Campus Way NE also serves as a major transit stop within the campus.

**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 110th Avenue NE and near the intersection of 110th Avenue NE and NE 185th Street.

**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.

**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.
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 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.).

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.
Views

Existing views within Development Area G are limited due to the presence of existing trees and vegetation that are adjacent to the area.

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/110th 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 185th 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.

Views

From the area to the north of the campus, the intersection of Beardslee Boulevard and 110th 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.

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 195th 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.

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\(^1\) and the Sammamish River. The area further to the south, beyond the Sammamish River, is primarily comprised of one- to two-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

---

\(^1\) Bracketts Landing Park is a small pocket park of open space along the Sammamish River.
south are generally obstructed due to topography, existing trees/vegetation and the presence of 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 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).

**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 182nd Court and NE 183rd Court.

**3.8.2 Impacts**

This section of the Draft 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 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 1-3. 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 1-3. Development under the current PUD would also result in piecemeal 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 182nd Court and NE 183rd 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 108th 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 180th 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 DEIS, 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 DEIS based on photographs of the site from selected viewpoints and photo simulations of potential development from these viewpoints. 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 impact 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.

<table>
<thead>
<tr>
<th>Viewpoint</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viewpoint A</td>
<td>View from NE 180th Street/110th Avenue NE (looking east)</td>
</tr>
<tr>
<td>Viewpoint B</td>
<td>View from Campus Way NE/NE 180th Street (looking north)</td>
</tr>
<tr>
<td>Viewpoint C</td>
<td>View from NE 185th Street/Beardslee Boulevard (looking east)</td>
</tr>
<tr>
<td>Viewpoint D</td>
<td>View from Beardslee Boulevard/NE 185th Street (looking northeast)</td>
</tr>
<tr>
<td>Viewpoint E</td>
<td>View from 110th Avenue NE/Beardslee Boulevard (looking south)</td>
</tr>
<tr>
<td>Viewpoint F</td>
<td>View from 108th Avenue NE/NE 182nd Court (looking east)</td>
</tr>
<tr>
<td>Viewpoint G-1</td>
<td>View from 108th Avenue NE/NE 183rd Court (looking east)</td>
</tr>
<tr>
<td>Viewpoint G-2</td>
<td>View from 108th Avenue NE/NE 183rd Court (looking northeast)</td>
</tr>
<tr>
<td>Viewpoint H</td>
<td>View from 110th Avenue NE/North Creek Trail (looking northeast)</td>
</tr>
<tr>
<td>Viewpoint I</td>
<td>View from North Creek Trail in south campus (looking north)</td>
</tr>
</tbody>
</table>

Based on these viewpoints, photo simulations of campus development under the EIS Alternatives were prepared to represent building massing based on assumed building

---

2 Simulations of potential development represent conceptual building massings and are not reflective of specific building designs.
Note: This figure is not to scale.
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 DEIS 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.

**Viewpoint A – NE 180th Street/110th Avenue NE (looking east)**

From Viewpoint A, which depicts a view from the western campus boundary looking toward campus, the existing view includes NE 180th 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 180th Street would continue. Assumed building development would be located to the north and south of NE 180th 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 180th 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).
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.
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.
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 185th Street/Beardslee Boulevard (looking east)**

The existing view from Viewpoint C is primarily comprised of NE 185th 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 185th 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).

**Viewpoint D – Beardslee Boulevard/NE 185th 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 – 110th Avenue NE/Beardslee Boulevard (looking south)**

The existing internal campus view from Viewpoint E reflects the northern campus entry and consists of 110th Avenue NE, associated sidewalk, landscaping and undeveloped areas, and the 110th Avenue NE/NE 185th 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).
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.
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.
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.
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).

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).

Viewpoint G-1 – 108th Avenue NE/NE 183rd 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 183rd 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 183rd 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 – 108th Avenue NE/NE 183rd 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 183rd Court, 108th Avenue NE and existing undeveloped areas on campus. Due to the existing topography from this location the existing residential neighborhood and 108th 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).
Figure 3.8-7

- Existing Conditions
- Alternative 1
- Alternative 2
- Alternative 3

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.
Figure 3.8-8
Viewpoint Location G-1

Existing Condition

Alternative 1

Alternative 2

Alternative 3

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.
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.
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 – 110th 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).

**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).

**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.

**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
Existing Condition

Alternative 1

Alternative 2

Alternative 3

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.
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.
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 108th 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 180th 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 DEIS, 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 180th Street/110th 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 180th Street would remain. Assumed building development would be located to the north of NE 180th 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 180th 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 180th 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 185th 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 185th 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 – 110th 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 (110th 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 – 108th Avenue NE/NE 182nd 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 182nd 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 – 108th Avenue NE/NE 183rd Court (looking east)**

The view to the east from Viewpoint G-1 would continue to include the existing off-campus residential neighborhood along NE 183rd 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 – 108th Avenue NE/NE 183rd 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 – 110th 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).

**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 108th 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 DEIS, 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 180th Street/110th 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\textsuperscript{th} 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\textsuperscript{th} Street/Beardslee Boulevard (looking east)

Under Alternative 3, the view from Viewpoint C would change to reflect the vacated NE 185\textsuperscript{th} 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\textsuperscript{th} 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\textsuperscript{th} 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\textsuperscript{th} 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\textsuperscript{th} 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\textsuperscript{th} Avenue NE within the campus. In the foreground view, 110\textsuperscript{th} 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\textsuperscript{th} 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 2).

**Viewpoint F – 108th Avenue NE/NE 182nd 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 – 108th Avenue NE/NE 183rd Court (looking east)**

The view to the east from Viewpoint G-1 would continue to include the existing off-campus residential neighborhood along NE 183rd 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 – 108th Avenue NE/NE 183rd 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 – 110th 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).
Potential Indirect/Cumulative Impacts

To the extent that potential future development of the Campus Master Plan under Alternatives 1 – 3 (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

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.

3.8.4 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. 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. The implementation of general policies, development programs, and development standards in the Campus Master Plan are intended to mitigate the change in aesthetic character on the campus.
3.9 RECREATION AND OPEN SPACE

This section of the Draft 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.

3.9.1 Affected Environment

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) 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.

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.

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\(^1\). 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 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**

This section of the Draft 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.

---

\(^1\) Portions of the North Creek Trail to the north of campus are still under construction.
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.

**Potential Indirect/Cumulative Impacts**

Development under Alternatives 1 – 3 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 – 3 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**

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

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 Draft 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.

3.10.1  Affected Environment

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.

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 D for further details on the 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 occupied the house for most of the 20th 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 110th 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 D 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 108th Avenue NE and NE 180th 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**

This section of the Draft 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.
Figure 3.10-1
Archaeological Predictive Model Map

Note: The Development Area boundaries on this map are approximate and do not show exact locations.
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 D).

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 D).

**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 D 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 D).

**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 archaeologic survey would be conducted as a part of any project proposed in high risk areas.
**Potential Indirect/Cumulative Impacts**

Development under Alternatives 1 – 3 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**

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

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.
3.11 PUBLIC SERVICES AND UTILITIES

This section of the Draft 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.

3.11.1 Affected Environment

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, 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 228th Street SW) and Station 45 (Canyon Park Firehouse – 1608 217th 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 Engine¹.

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 ¹. 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.

Bothell Fire & EMS has established operating guidelines for response times to fire and emergency medical service incidents, including:

¹ City of Bothell Fire and EMS. 2015 Annual Report.
• 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 time1.

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 $5002 (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 federals 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 years3, 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 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.\(^4\)

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, 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.\(^5\)

Based on Campus Safety Department records, in 2015 the campus generated 12 emergency 9-1-1 calls on campus.\(^6\) 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).

**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

---

\(^5\) City of Bothell Police Department. 2015 Annual Report.
\(^6\) Campus Safety Department. 2015 Security Call Records.
water line was installed along West Campus Lane during the Discovery Hall project which completed a closed loop system between 110th Avenue NE and NE 180th 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 110th 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

This section of the Draft 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 and it is anticipated that new buildings would be connected to the existing water and sewer service systems.

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. New development projects would connect to the existing stormwater management system on campus and 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). 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 and it is anticipated that new buildings would be connected to the existing water and sewer service systems.

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. New development projects would connect to the existing stormwater management system on campus and 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). 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 and it is anticipated that new buildings would be connected to the existing water and sewer service systems.

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. New development projects would connect to the existing stormwater management system on campus and 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). 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 – 3 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 – 3 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

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

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 Draft 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 Draft EIS Alternatives.

The Draft Transportation Discipline Report (Transpo Group, March 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 E of this EIS.

3.12.1 Affected Environment

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. On campus, several midblock crosswalks, with a rapid flashing beacons, connect the north and south garages to the academic buildings.
Bicycle lanes are provided along Beardslee Boulevard between the I-405 Southbound Ramps and Main Street and east of the I-405 Northbound Ramps. There are no bicycle lanes or shoulders at the Beardslee Boulevard/NE 195th Street I-405 interchange so bicyclist must ride in-lane.

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.
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.

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.

**Figure 3.12-3 Existing Transit 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 E). 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. 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 of 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 and supplemented by Fall 2015 data. 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 are 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 E) and summarized in Table 3.12-1.
### Table 3.12-1
EXISTING WEEKDAY CAMPUS TRIP GENERATION SUMMARY

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Commuter(^1)</th>
<th>Residential(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Trip Rate (per Student FTE(^3))</td>
<td>Trip Distribution</td>
</tr>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Daily</td>
<td>2.12</td>
<td>50%</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>0.24</td>
<td>85%</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>0.25</td>
<td>40%</td>
</tr>
</tbody>
</table>

*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 2,128 spaces for commuters and 144 residential parking spaces. An additional 172 stalls are provided at off-site leased locations. There is a total of 2,444 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.). 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

<table>
<thead>
<tr>
<th>Population</th>
<th>Size</th>
<th>Unit</th>
<th>Demand</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter</td>
<td>7,605</td>
<td>Student FTE</td>
<td>2,327</td>
<td>0.31</td>
</tr>
<tr>
<td>Residential</td>
<td>241</td>
<td>Beds</td>
<td>103</td>
<td>0.43</td>
</tr>
<tr>
<td>Total Parking Demand</td>
<td></td>
<td></td>
<td>2,430</td>
<td></td>
</tr>
</tbody>
</table>

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 current peak campus parking demand rate 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 DEIS 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:

1 Inclusive of faculty, staff, visitors, and students.
Alternatives 1 through 3 reflect development under the Campus Master Plan and impacts of Alternatives 1 through 3 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 3 are summarized in Table 3.12-3.

### Table 3.12-3
EXISTING AND FUTURE CAMPUS CHARACTERISTICS

<table>
<thead>
<tr>
<th>Metric</th>
<th>No Action Alternative Scenario A</th>
<th>No Action Alternative Scenario B</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Students (FTE)</td>
<td>7,605</td>
<td>9,759</td>
<td>8,800</td>
<td>9,400</td>
<td>9,400</td>
</tr>
<tr>
<td>Residential Students (Beds)</td>
<td>241</td>
<td>241</td>
<td>1,200</td>
<td>600</td>
<td>600</td>
</tr>
<tr>
<td>Parking Supply</td>
<td>2,500</td>
<td>4,200-6,600</td>
<td>3,700</td>
<td>3,700</td>
<td>4,200</td>
</tr>
<tr>
<td>Main Access Same as Existing?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No³</td>
</tr>
<tr>
<td>Transit Center Location</td>
<td>Existing</td>
<td>Existing</td>
<td>Existing</td>
<td>NE 185th St</td>
<td>Beardslee Blvd</td>
</tr>
</tbody>
</table>

Source: Transpo Group, 2017

1. Second access via 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 E) provides a summary of the planned transportation improvements assumed as part of the traffic operations analysis.

Improvements along Beardslee Boulevard between NE 85th Street and 110th Avenue NE include a 5-lane cross-section (i.e., a second eastbound lane between NE 185th Street and 110th Avenue NE along the campus frontage) consistent with the Comprehensive Plan travel demand modelling. 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.

There are no on-campus pedestrian or bicycle improvements anticipated with the No Action Alternatives. Alternatives 1 through 3 identify traffic calming measures and improvements along Campus Way NE to reduce vehicle traffic and the resulting conflicts pedestrians and bicycles. Alternative 2 would facilitate Campus Way NE as the primary pedestrian and bicycle route on-campus by eliminating transit use 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 3 would also provide a primary pedestrian connection through the center of the campus connecting to the proposed transit center along Beardslee Boulevard.

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-minutes 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. The transit access and circulation, pedestrian accessibility, efficiency, and safety were reviewed for Alternatives 1 through 3.

**Transit Access and Circulation**

Alternatives 1 through 3 would increase the number of bays and layover space compared to the No Action Alternatives; however, Alternative 1 proposes up to four bays, which would be insufficient to accommodate existing and future increases in transit service.

Under Alternative 2, circulation along NE 185th Street would be two-way with buses entering and exiting the transit center via Beardslee Boulevard either at NE 185th Street or 110th Avenue NE depending on the bus route. This would be consistent with future transit plans to provide transit oriented improvements and BRT along the NE 185th Street corridor. With two-way circulation, intersection improvements would be needed at the Beardslee Boulevard/NE 185th Street/108th Avenue NE intersection to accommodate transit service. These improvements will be further considered as part of the Sound Transit NE 185th Street transit corridor evaluation under ST3. The Alternative 2 transit center with up to eight bays would accommodate existing transit service and likely be sufficient for planned increases in transit service to the Campus.

The proposed transit center along Beardslee Boulevard would be inconsistent with planned improvements for NE 185th Street as a transit corridor. Transit circulation along Beardslee...
Boulevard would be two-way; however, given the proposed on-campus street system it would be difficult for buses terminating at the campus to turnaround. Turning around would need to be accomplished through the City’s street network and would mostly require buses to either head towards Downtown or to the east side of the I-405 interchange. This routing could substantially increase travel times and delays for transit. The Alternative 3 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 to the campus since it allows for only one additional bus compared to existing observations, which show 5 buses at one time.

Pedestrian Accessibility

Pedestrian access to the transit facilities across Alternatives 1 through 3 would vary slightly from No Action Alternatives. Comparing walk times from the southern end of the campus near the Campus Way NE/NE 180th Street intersection, Alternative 1 would have the same walk time as the No Action Alternatives while Alternatives 2 and 3 could increase walk times by approximately 2-minutes. The overall walk times for the Alternatives would be under 10-minutes, which would be reasonable to transit access.

Efficiency

Transit efficiency was reviewed in terms of the potential for excess circulation to or from the campus. The Alternative 1 efficiency of the transit circulation would be consistent with existing and No Action Alternative conditions. There would be no additional circulation required to access the campus transit facilities. Traffic calming is proposed along Campus Way NE; the specific improvements implemented would need to consider transit operations along the corridor with Alternative 1.

Under Alternative 2, the location of the transit center on NE 185th Street would maintain consistency with long term City of Bothell plans to utilize NE 185th Street as a transit corridor. Without improvements at the Beardslee Boulevard/110th Avenue NE intersection, added delays from circulation could result in an adverse impact given the long queues anticipated under Alternative 2.

Alternative 3 would result in circuitous and inefficient routing for end of the line buses needing to layover or turnaround. In addition, traffic operations analysis shows that the Beardslee Boulevard/110th Avenue NE intersection would have vehicle queues extending into the transit center during the peak periods. Without improvements to this intersection, it is anticipated that transit operations would be adversely impacted.
Alternative 3 would improve layover operations for transit by incorporating this into one location. Transit would be able to park once rather than moving buses to layover.

Both Alternatives 2 and 3 would improve layover operations for transit by incorporating this into one location. Transit would be able to park once rather than moving buses to layover.

Safety

Pedestrian and vehicle conflicts along Campus Way NE with transit would remain under Alternative 1 but would be eliminated under Alternatives 2 and 3. Alternative 1 would likely see an increase in conflicts along Campus Way NE between modes compared to No Action Alternative – Scenario A given the increase in transit services as well as the anticipated increase in campus population. On-campus congestions due to transit layovers and on-campus routes would also be eliminated under Alternatives 2 and 3. However, Alternative 2 could result in pedestrian and transit conflicts for crossings along NE 185th Street between the Husky Hall and Husky Village areas and Alternative 3 would result in additional conflicts along Beardslee Boulevard between pedestrians, transit and general vehicular traffic. Pedestrian enhancements would be needed for all Alternatives to mitigate pedestrian conflicts along Campus Way NE, NE 185th Street and Beardslee Boulevard as appropriate.

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 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 3, 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 3. 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 1-3 ESTIMATED WEEKDAY DAILY AND PEAK HOUR VEHICLE TRIPS**

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>Daily Trips</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>No Action Alternative – Scenario B</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Commuter</td>
<td>20,690</td>
<td>1,991</td>
<td>351</td>
</tr>
<tr>
<td>Future Residential</td>
<td>330</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>Total Future Trips¹</td>
<td>21,020</td>
<td>2,005</td>
<td>361</td>
</tr>
<tr>
<td>Net New Trips²</td>
<td>4,590</td>
<td>456</td>
<td>75</td>
</tr>
<tr>
<td>Alternative 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Commuter</td>
<td>18,660</td>
<td>1,795</td>
<td>317</td>
</tr>
<tr>
<td>Future Residential</td>
<td>1,640</td>
<td>68</td>
<td>52</td>
</tr>
<tr>
<td>Total Future Trips¹</td>
<td>20,300</td>
<td>1,863</td>
<td>369</td>
</tr>
<tr>
<td>Net New Trips²</td>
<td>3,870</td>
<td>314</td>
<td>83</td>
</tr>
<tr>
<td>Alternative 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Commuter</td>
<td>19,930</td>
<td>1,918</td>
<td>338</td>
</tr>
<tr>
<td>Future Residential</td>
<td>820</td>
<td>34</td>
<td>26</td>
</tr>
<tr>
<td>Total Future Trips¹</td>
<td>20,750</td>
<td>1,952</td>
<td>364</td>
</tr>
<tr>
<td>Net New Trips²</td>
<td>4,320</td>
<td>403</td>
<td>78</td>
</tr>
<tr>
<td>Alternative 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Commuter</td>
<td>19,930</td>
<td>1,918</td>
<td>338</td>
</tr>
<tr>
<td>Future Residential</td>
<td>820</td>
<td>34</td>
<td>26</td>
</tr>
<tr>
<td>Total Future Trips¹</td>
<td>20,750</td>
<td>1,952</td>
<td>364</td>
</tr>
<tr>
<td>Net New Trips²</td>
<td>4,320</td>
<td>403</td>
<td>78</td>
</tr>
</tbody>
</table>

*Source: Transpo Group, 2017*

1. Future trips are based on existing trip generation rates.
2. Net New Trips are calculated by subtracting “Affected Environment” existing trips from future total trips.

As shown in the table, Alternatives 1 through 3 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 making fewer vehicle trips since they can walk or
bike to campus buildings. Alternative 1 would generate approximately 10-20 percent less trips compared to Alternatives 2 and 3 due to an additional 600 beds on-campus with Alternative 1. The proportion of campus-related traffic along Beardslee Boulevard during the weekday peak hours for Alternatives 1-2 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 and 3 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.

**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, and 3. The evaluation of all future scenarios also includes the improvements in the street system section and further in **Appendix E. 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 1-3 PM PEAK HOUR CORRIDOR LEVEL OF SERVICE SUMMARY

<table>
<thead>
<tr>
<th>Corridor</th>
<th>No Action Alternative - Scenario A</th>
<th>No Action Alternative - Scenario B</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS(^1) Delay(^2)</td>
<td>LOS(^1) Delay(^2)</td>
<td>LOS(^1) Delay(^2)</td>
<td>LOS(^1) Delay(^2)</td>
<td>LOS(^1) Delay(^2)</td>
</tr>
<tr>
<td>SR 524 (208th St SE/Maltby Rd) Corridor</td>
<td>E 56</td>
<td>E 58</td>
<td>E 57</td>
<td>E 58</td>
<td>E 58</td>
</tr>
<tr>
<td>between 9th Ave SE and SR-527</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 527/Bothell-Everett Hwy/Bothell Wy Corridor</td>
<td>E 60</td>
<td>E 62</td>
<td>E 63</td>
<td>E 62</td>
<td>E 63</td>
</tr>
<tr>
<td>between SR-524 and SR-522</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>228th St SE Corridor</td>
<td>E 69</td>
<td>E 70</td>
<td>E 71</td>
<td>E 70</td>
<td>E 67</td>
</tr>
<tr>
<td>between 4th Ave W and 39th Ave SE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39th/35th Ave SE/120th Ave NE/NE 180th St</td>
<td>E 63</td>
<td>E 67</td>
<td>E 66</td>
<td>E 67</td>
<td>E 67</td>
</tr>
<tr>
<td>between 228th St SE and 132nd Ave NE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beardslee Blvd/NE 195th St Corridor</td>
<td>E 75</td>
<td>E 78</td>
<td>E 77</td>
<td>E 78</td>
<td>E 78</td>
</tr>
<tr>
<td>between NE 185th St and 120th Ave NE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 522 (NE Bothell Wy) Corridor</td>
<td>E 63</td>
<td>E 68</td>
<td>E 67</td>
<td>E 68</td>
<td>E 68</td>
</tr>
<tr>
<td>between 96th Ave NE and Kaysner Wy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NE 145th St/Juanita-Woodinville Wy NE/NE 160th St</td>
<td>E 66</td>
<td>E 68</td>
<td>E 68</td>
<td>E 68</td>
<td>E 68</td>
</tr>
<tr>
<td>between 100th Ave NE and 124th Ave NE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Transpo Group, 2017

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.

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 3 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 1-3 ACCESS LEVEL OF SERVICE SUMMARY**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>No Action Alternative Scenario A</th>
<th>No Action Alternative Scenario B</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS¹</td>
<td>Delay²</td>
<td>LOS¹</td>
<td>Delay²</td>
<td>LOS¹</td>
</tr>
<tr>
<td><strong>AM Peak Hour</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beardslee Boulevard/110th Avenue NE</td>
<td>B</td>
<td>17</td>
<td>C</td>
<td>21</td>
<td>B</td>
</tr>
<tr>
<td>SR 522/Campus Way NE</td>
<td>F</td>
<td>130</td>
<td>F</td>
<td>148</td>
<td>F</td>
</tr>
<tr>
<td>Beardslee Boulevard/108th Avenue NE³</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>PM Peak Hour</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beardslee Boulevard/110th Avenue NE³</td>
<td>B</td>
<td>13</td>
<td>B</td>
<td>15</td>
<td>B</td>
</tr>
<tr>
<td>SR 522/Campus Way NE</td>
<td>D</td>
<td>45</td>
<td>F</td>
<td>82</td>
<td>E</td>
</tr>
<tr>
<td>Beardslee Boulevard/108th Avenue NE³</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

*Source: Transpo Group, 2017*

2. Average delay per vehicle in seconds

As shown in **Table 3.12-6**, delays at the campus access intersections under Alternatives 1, 2, and 3 would generally decrease when compared to the No Action Alternative – Scenario B and increase compared to No Action Alternative – Scenario A. Alternative 1 and 2 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. 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 3, 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 2,444 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 3 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.
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**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Existing / No Action Alternative Scenario A</th>
<th>No Action Alternative Scenario B</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Demand</td>
<td>2,327 veh</td>
<td>3,030 veh</td>
<td>2,730 veh</td>
<td>2,910 veh</td>
<td>2,910 veh</td>
</tr>
<tr>
<td>Residential Demand</td>
<td>103 veh</td>
<td>100 veh</td>
<td>520 veh</td>
<td>260 veh</td>
<td>260 veh</td>
</tr>
<tr>
<td>Subtotal</td>
<td>2,430 veh</td>
<td>3,130 veh</td>
<td>3,250 veh</td>
<td>3,170 veh</td>
<td>3,170 veh</td>
</tr>
<tr>
<td>Recommended Supply¹</td>
<td>2,800</td>
<td>3,600</td>
<td>3,740 stalls</td>
<td>3,650</td>
<td>3,650</td>
</tr>
<tr>
<td>Supply Increase Over Recommended Existing²</td>
<td>+800</td>
<td>+940</td>
<td>+850</td>
<td>+850</td>
<td></td>
</tr>
</tbody>
</table>

*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 2,128 parking spaces on-campus and an increase of 672 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.

**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

This section presents potential mitigation measures that would offset impacts of the Alternatives. Alternatives 1 through 3 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.

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.

Other potential TMP strategies include, but are not limited to, maintenance or enhancements to programs related to:

- U-PASS
- Transit
- Parking Management
- Pedestrian and Bicycle Travel
- Telecommuting

Potential Roadway Improvements

The current PUD conditions with the City of Bothell require additional road 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 wetland restoration which was required as part of the original campus development. Given the limits of the existing proposed Campus Master Plan, the right-of-way dedication could extend along the Husky Village frontage. Mitigation of project-related impacts along Beardslee Boulevard could include:

- Dedication of right-of-way for the City to provide improvements, or
- Payment of transportation impact fees (see discussion below)
Transportation Impact Fees

Development of the Campus Master Plan would require payment of the City of Bothell and Snohomish County transportation impact fee to mitigate potential off-site impacts of the proposal. 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 and Unavoidable 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 specific 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 3, 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.
CHAPTER 4

Acronyms and References
# CHAPTER 4
## ACRONYMS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARC</td>
<td>Activities and Recreation Center</td>
</tr>
<tr>
<td>BMC</td>
<td>Bothell Municipal Code</td>
</tr>
<tr>
<td>BMPs</td>
<td>Best management practices</td>
</tr>
<tr>
<td>BPD</td>
<td>Bothell Police Department</td>
</tr>
<tr>
<td>CACES</td>
<td>Chancellor’s Advisory Committee on Environmental Sustainability</td>
</tr>
<tr>
<td>CB</td>
<td>Community Business</td>
</tr>
<tr>
<td>CC</td>
<td>Cascadia College</td>
</tr>
<tr>
<td>CC1</td>
<td>Cascadia College building 1</td>
</tr>
<tr>
<td>CC2</td>
<td>Cascadia College building 2</td>
</tr>
<tr>
<td>CC3</td>
<td>Mobius Hall</td>
</tr>
<tr>
<td>CIG</td>
<td>Climate Impacts Group</td>
</tr>
<tr>
<td>CMP</td>
<td>Campus Master Plan</td>
</tr>
<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>CO2</td>
<td>Carbon dioxide</td>
</tr>
<tr>
<td>CPS</td>
<td>Coalescing Plate oil/water Separator</td>
</tr>
<tr>
<td>dBA</td>
<td>Decibels</td>
</tr>
<tr>
<td>DAHP</td>
<td>Washington State Department of Archeological and Historic Preservation</td>
</tr>
<tr>
<td>DISC</td>
<td>UW Bothell’s Discovery Hall</td>
</tr>
<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>DOH</td>
<td>Washington State Department of Health</td>
</tr>
<tr>
<td>EH&amp;S</td>
<td>University of Washington Health and Safety</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EMS</td>
<td>Emergency Medical Services</td>
</tr>
<tr>
<td>FTE</td>
<td>Full-time equivalent</td>
</tr>
<tr>
<td>IPCC</td>
<td>Intergovernmental Panel on Climate Change</td>
</tr>
<tr>
<td>GDC</td>
<td>General Downtown Corridor</td>
</tr>
<tr>
<td>GHG</td>
<td>Greenhouse gas</td>
</tr>
<tr>
<td>GMA</td>
<td>Growth Management Act</td>
</tr>
<tr>
<td>GSF</td>
<td>Gross square feet</td>
</tr>
<tr>
<td>HECB</td>
<td>Higher Education Coordinating Board</td>
</tr>
<tr>
<td>I-405</td>
<td>Interstate-405</td>
</tr>
<tr>
<td>IDP</td>
<td>Inadvertent discovery plan</td>
</tr>
<tr>
<td>kBtu</td>
<td>Kilo British Thermal Units</td>
</tr>
<tr>
<td>kWh</td>
<td>Kilowatt hour</td>
</tr>
<tr>
<td>LB1</td>
<td>Shared Library Building</td>
</tr>
<tr>
<td>LB2</td>
<td>Library 2</td>
</tr>
<tr>
<td>LBA</td>
<td>Library Annex</td>
</tr>
<tr>
<td>LEED</td>
<td>Leadership in Energy and Environmental Design</td>
</tr>
<tr>
<td>Leq</td>
<td>Equivalent sound level</td>
</tr>
<tr>
<td>LI</td>
<td>Light Industrial</td>
</tr>
<tr>
<td>Acronym</td>
<td>Definition</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
</tr>
<tr>
<td>LID</td>
<td>Low impact development</td>
</tr>
<tr>
<td>NO₂</td>
<td>Nitrogen dioxide</td>
</tr>
<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
</tr>
<tr>
<td>MTCO₂e</td>
<td>Metric Ton Carbon Dioxide Equivalent</td>
</tr>
<tr>
<td>NAAQSs</td>
<td>National Ambient Air Quality Standards</td>
</tr>
<tr>
<td>NOx</td>
<td>Nitrogen oxides</td>
</tr>
<tr>
<td>OHWM</td>
<td>Ordinary high water mark</td>
</tr>
<tr>
<td>OP</td>
<td>Office-Professional</td>
</tr>
<tr>
<td>P</td>
<td>Park</td>
</tr>
<tr>
<td>PM2.5</td>
<td>Fine particulate matter</td>
</tr>
<tr>
<td>PM10</td>
<td>Course particulate matter</td>
</tr>
<tr>
<td>PPOS</td>
<td>Park and Public Open Space</td>
</tr>
<tr>
<td>PSE</td>
<td>Puget Sound Energy</td>
</tr>
<tr>
<td>PUD</td>
<td>Planned Unit Development</td>
</tr>
<tr>
<td>R-2,800</td>
<td>Residential-2,800</td>
</tr>
<tr>
<td>R-4,000/MHP</td>
<td>Residential-4,000/MHP</td>
</tr>
<tr>
<td>Home Park</td>
<td></td>
</tr>
<tr>
<td>R-8,400</td>
<td>Residential-8,400</td>
</tr>
<tr>
<td>R-9,600</td>
<td>Residential-9,600</td>
</tr>
<tr>
<td>R-AC</td>
<td>Residential-Activity Center</td>
</tr>
<tr>
<td>RCW</td>
<td>Revised Code of Washington</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill</td>
</tr>
<tr>
<td>SBCTC</td>
<td>State Board of Community and Technical Colleges</td>
</tr>
<tr>
<td>SEPA</td>
<td>State Environmental Policy Act</td>
</tr>
<tr>
<td>SMP</td>
<td>Shoreline Master Program</td>
</tr>
<tr>
<td>SO₂</td>
<td>Sulfur dioxide</td>
</tr>
<tr>
<td>SR-522</td>
<td>State Route 522</td>
</tr>
<tr>
<td>SVV</td>
<td>Sunrise Valley View</td>
</tr>
<tr>
<td>TESC</td>
<td>Temporary Erosion and Sedimentation Control</td>
</tr>
<tr>
<td>TMP</td>
<td>Transportation Management Plan</td>
</tr>
<tr>
<td>EPA</td>
<td>United States Environmental Protection Agency</td>
</tr>
<tr>
<td>UW</td>
<td>University of Washington</td>
</tr>
<tr>
<td>UWB</td>
<td>University of Washington Bothell</td>
</tr>
<tr>
<td>UW1</td>
<td>Founders Hall</td>
</tr>
<tr>
<td>UW2</td>
<td>Commons Halls</td>
</tr>
<tr>
<td>VOC</td>
<td>Volatile organic compound</td>
</tr>
<tr>
<td>WAC</td>
<td>Washington Administrative Code</td>
</tr>
<tr>
<td>WCI</td>
<td>Western Climate Initiative</td>
</tr>
<tr>
<td>WHR</td>
<td>Washington Heritage Register</td>
</tr>
<tr>
<td>WISAARD</td>
<td>Washington Information System for Architectural and Archeological Records Data</td>
</tr>
<tr>
<td>WSAC</td>
<td>Washington Student Achievement Council</td>
</tr>
<tr>
<td>WSDOT</td>
<td>Washington Department of Transportation</td>
</tr>
</tbody>
</table>
REFERENCES


City of Bothell Police Department. City of Bothell Police Department Website http://www.ci.bothell.wa.us/266/Police-Department. Accessed 2017.


Tree Solutions, Inc. *University of Washington, Bothell Campus – Level 1 Tree Assessment.* January 23, 2017.

University of Washington. *2010 Bothell Campus Master Plan.*


Washington State Legislature. *Maximum Environmental Noise Levels. Chapter 173-60 WAC.*