
MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT

I. Introduction

- A. Name of Major Institution: Harborview Medical Center
- B. Reporting Year: June 30th 2020 through June 29th 2021 (updated 10/19/21)
- C. Major Institution Contact:
Ted Klainer
Capital Project Manager, Facilities Management and Planning
325 9th Avenue
Box 359794
Seattle, WA 98104
Phone: (206) 744-2421
Fax: (206) 744-8637
tklainer@uw.edu
- D. Master Plan Adoption Date and Any Subsequent Amendments
- Master Plan was adopted in 2000
 - A minor amendment pertaining to housing replacement was approved in April 2004.
 - A minor amendment pertaining to building both the Planned and Potential sites that now comprise the Ninth and Jefferson building was approved in 2007

II. Progress in Meeting Master Plan Conditions

A. Overview of Progress in meeting conditions of approved master plan.

Status: There has been no development activity on the Harborview Campus during the last calendar year. The only specific MIMP related activity was the Standing Advisory Committee meeting that was held on October 26th of 2021.

B. List of conditions and status of fulfillment (progress made, level of compliance, strategies used and success, future measures to be used)

MODIFICATIONS TO PROPOSED MASTER PLAN

1. The maximum campus development density standard for the Harborview MIO should be increased from the FAR 3.4 proposed by Harborview to 3.6 in order to allow greater flexibility for future in-fill development and greater utilization of the allowable height in the MIO. The total campus site area is 594,480 sq. ft., so the FAR of 3.6 would result in a total building area of 2,140,128 sq. ft.

Status: Harborview has been using an FAR of 3.6 and the total building area of 2,140,128 sq ft since the MIMP was adopted.

2. Harborview is encouraged to explore possible structural methods and funding options for increasing the load bearing capacity of underground garage structures to accommodate possible future development above the garage structures, recognizing that there are significant uncertainties in predicting future Harborview development and City code requirements.

Status: The Ninth and Jefferson Building was occupied in 2009. The building has a below grade parking garage that has 500+ parking stalls. The NJB garage addresses this request.

3. The proposed development shall be phased as identified in the proposed Master Plan. However, the possible implementation of the Master Plan alternatives considered in the EIS may require further analysis and will not be processed as exempt changes to the Master Plan. All changes to the Master Plan are subject to the requirements of SMC 23.69.035.

Status: Ongoing Compliance

4. Approval of the Master Plan does not constitute approval of any proposed street vacation, including subterranean or aerial vacation for 9th Avenue or of the location of the proposed building across 9th Avenue. The City's decision on the vacation(s) and building location will be made in the context of a street vacation petition(s) to be initiated by Harborview. If the Council approves the vacation(s) and building location as proposed in the Master Plan through the street vacation process, such approval will constitute Council approval of an amendment to the Master Plan. The Council shall file a copy of any street vacation decisions in Clerk File 303574, and shall pass an ordinance amending the Master Plan to reflect the street vacation decision and any conditions imposed through the street vacation process. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the street vacation decisions are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

Status: Ongoing Compliance

5. Approval of the Master Plan is not approval of the proposed demolition or any alteration to Harborview Hall or the East Hospital (Center Wing). If either of those buildings is nominated and designated as landmarks by the Landmarks Preservation Board ("Board"), the decision to alter or demolish the features and/or characteristics proposed for nomination and/or designation will be made by the Board based on the Landmarks Preservation Ordinance, SMC 25.12.670-.835. The Board shall notify the City Council of any decisions regarding the nomination, designation and/or action on Certificate(s) of Approval for either building. If the Board does not approve the nomination or

designation of either building, the Council shall file a copy of the Board's decision(s) in Clerk File 303574 and shall pass an ordinance amending the Master Plan to reflect the Board's decision(s). If the Board nominates and designates either building and subsequently approves the alteration or demolition of either building as proposed in the proposed Master Plan, the Council shall file a copy the Board's decision(s) in Clerk File 303574, and shall pass an ordinance amending the Master Plan to reflect the Board's decision(s) and any conditions imposed by the Board after the completion of the appeals process as described in SMC 25.12.740-.835. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the Board's decision(s) are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

Status: The exterior and main lobby of the Center Tower were designated for Landmark status in 2009. Harborview Hall has not been designated as a landmark building.

6. Construction of the Buttress Building for the East Hospital/Center Wing upgrade (Structure "G" in Figure 12, page 41, MIMP, Exhibit 3A), if approved through the Landmarks and street vacation processes, shall be subject to the conditions required through those processes.

Status: Ongoing Compliance

7. Construction of the Inpatient Expansion Building (Structure "F" in Figure 8, page 29, MIMP, Exhibit 3A), buttressing East Hospital and bridging over 9th Avenue, if approved through the Landmarks and street vacation processes, shall be subject to the conditions required through those processes.

Status: The Inpatient Expansion Building (Maleng Building) was completed in 2008 and met all conditions of the Landmarks and street vacation process.

8. The Clinical Services Building (Structure "A1" in Figure 8, page 29, MIMP, Exhibit 3A) shall be subject to the following conditions regarding the street profile along that portion of James Street: that the width of the existing travel lanes on James Street be maintained; that at least 10 feet of free clearance be maintained between any tree pits and utility poles which might still exist, and the building facades for the sidewalk development; and 3) that the area from the curb be designed to accommodate tree-pits and utility poles.

Status: The Clinical Services Building (Ninth and Jefferson Building) was completed in 2009. All conditions noted above were met.

9. The Seattle Design Commission shall be given a full opportunity to review and make recommendations on any proposed street vacations associated with Master Plan projects as part of the street vacation process. Nothing in Master Plan approval shall be construed as prejudging or superseding the street vacation process or diminishing the Commission's role in that process.

Status: The Seattle Design Commission unanimously recommended conceptual approval of the aerial vacation of 9th and alley vacation between 9th and Terry on April 19, 2001. The public benefits were reviewed by the Seattle Design Commission on July 3rd, 2003, and again in January 2004. In June 2004, the Seattle Design Commission approved the public benefits noted in the design as consistent with the aerial vacation conditions. The City Council approved the alley and aerial vacations on December 9th, 2019.

10. The Landmarks Preservation Board shall review and decide on any application(s) for landmark nominations and designations for potential landmarks and subsequent Certificate(s) of Approval on any Master Plan project affecting a nominated or designated landmark. Nothing in this Master Plan approval shall be construed as prejudging or superseding the Landmarks Preservation Ordinance processes or diminishing the Board's role in those processes.

Status: The exterior and main lobby of the Center Tower were designated for Landmark status in 2009. Harborview Hall has not been designated as a landmark building.

11. The garage entry scheme included in the final Harborview Master Plan is approved subject to the following conditions: 1) that any access to the garage system from Terrace Avenue shall be limited to permit holder entry only and intended exclusively for staff parking, and 2) that traffic calming features be installed on both Terry Avenue and Terrace Street including curb-bulb extensions at the intersection of Terry Avenue and Terrace Street and possible speed bumps on Terrace Street. Consideration should be given to prohibiting or limiting a garage entrance on James Street in order to be consistent with the street's classification as a principal arterial. Consideration should also be given to providing only limited garage access on Terry Avenue south of Jefferson Street due to Terry Avenue's narrow travel lanes and its designation as a Key Pedestrian Street.

Status: All of the conditions noted above have been met. The Boren Garage on Terrace Ave is a "staff only" garage. There has been very little development on Terry and Terrace Street, limiting the opportunity to install traffic calming features. There are no garage entrances on James Street.

12. Subject to the availability of sufficient funding and no significant interference with underground utilities, Harborview shall explore the possibility of underground connections between the three proposed underground garages on the northeast, northwest and southeast corners of 9th Avenue and Jefferson Street in order to facilitate underground vehicle circulation and maximum parking efficiency. Harborview shall develop and implement a parking management program (to the

satisfaction of DCLU) for the design and operation of the garages in a manner that minimizes traffic impacts on local streets.

Status: The 2000 MIMP originally identified the Ninth and Jefferson site as two separate development sites. Phase I was a Planned Project and Phase II was a Potential Project. In 2007 the City approved a minor amendment that allowed Harborview to complete both phases at one time. The garage located in the Ninth and Jefferson Building maximized parking efficiency and vehicle circulation.

13. Development shall be limited to the MIO zoning, height, setbacks and other development standards established in the Master Plan.

Status: Ongoing Compliance

14. Demolition of the 64 housing units for the Planned Projects is subject to the following conditions. Harborview shall:

- a. Provide one-for-one replacement housing of all units prior to demolition of the existing units;
- b. Provide the replacement housing units within the First Hill/Capitol Hill Urban Center boundary, with a preference for locations within the First Hill Urban Center Village boundary;
- c. Replace the units with substantially the same sizes of units and affordability levels, as measured at the time of MIMP approval;
- d. Ensure that the replacement units are available for a period of ten years;
- e. Develop the replacement housing units without City funds, with the exception of possible short-term City financing which must be reimbursed by Harborview/King County;
- f. Provide the replacement units through rehabilitation of a vacant building, construction of a new building, or preservation of existing federally-assisted units that are losing federal funding, but not through any other means of displacement of existing housing units; and
- g. Provide relocation assistance as required by City regulations, but if tenant relocation costs exceed the amount provided under the City's Tenant Relocation Assistance Ordinance, Harborview will provide relocation assistance of up to 50% above the private contribution required by the City through the Tenant Relocation Assistance Ordinance.

Status: A Minor Amendment was passed in 2004 that approved Harborview's financial contribution to the Cabrini Senior Housing site. This project, located on the southwest corner

of Boren and Madison, provided 50 housing units for low-income seniors. The units will be available to a variety of low income levels for at least a period of 50 years with no City funds required.

15. In its examination of potential sites for replacement housing, Harborview shall investigate and evaluate the potential to locate some of this housing on the site of the surface parking lot between Terry Terrace and the Broadmore Apartments. The maximum number of units allowed by zoning shall be calculated and economic feasibility considered.

Status: Ongoing Compliance

16. The minimum percentage of the MIO District to remain in open space is 20%. (This calculation is based on the amount of open space provided by 1) the "Westside" landscaped open space on top of the existing west garage with both landscape and hardscape and a viewpoint; and 2) the required setback areas, which will be landscaped or hardscaped and pedestrian amenities.)

The proposed "Eastside Campus Heart," if developed as landscaped open space as proposed in the Proposed Master Plan, will be considered "designated open space," subject to the provisions of SMC 23.69.030.E.4.b. The development of this proposed open space is subject to the modifications related to Harborview Hall included in this document.

Status: Ongoing Compliance

III. Major Development Activity Initiated or Under Construction within the MIO Boundary During the Reporting Period.

A. List and Describe Development Activity Initiated or Under Construction

There has been no major building /construction activity during the last calendar year.

B. Major Institution Leasing Activity to Non-Major Institution Uses

There is no leasing activity during the last calendar year.

IV. Major Institution Development Activity Outside but within 2,500 Feet of the MIO District Boundary

A. Land and Building Acquisition During the Reporting Period:

There has been no land or building acquisition during the last calendar year.

V. Development Activity Within the Major Institution Overlay Boundary

A. Non-Leased Activity

There has been no major building /construction activity during the last calendar year.

B. Leasing Activity to Non-Major Institution Uses:

Name of Building and Address (or Other Means of Locating the Property or Site)	Previous Use(s) and Proposed Use(s)	Size – Gross or Rentable Square Footage of Leased Area
325 Ninth Avenue – KC Clinics and Services	Public Health Services and Clinics	9,208 USF
Ninth and Jefferson Bldg (NJB) 908 Jefferson – KC Clinics and Services	Public Health Services and Clinics	13,197 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Clinics and Services	King County Medical Examiners Office	34,147 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Services	ITA Court	7,991 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Retail	NW Fitness (Gym)	3,888 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Retail	Diva Espresso	1,145 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Retail	StockBox	2,400 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Retail	Subway	1.375 RSF
Ninth and Jefferson Bldg (NJB) 908 Jefferson KC Retail	** New Note for 2021: This retail space is now available for leasing.	1,000 RSF

VI. Development Activity Outside the Major Institution Overlay Boundary but Within 2,500 feet

Name of Building and Address (or Other Means of Locating the Property or Site)	Previous Use(s) and Proposed Use(s)	Size – Gross or Rentable Square Footage of Leased Area
SHA Jefferson Terrace	Respite Care	12,830 RSF

VII. Development Activity Outside the Major Institution Overlay Boundary but Outside 2,500 Feet

Name of Building and Address (or Other Means of Locating the Property or Site)	Previous Use(s) and Proposed Use(s)	Size – Gross or Rentable Square Footage of Leased Area
401 Broadway (Pat Steel Building)	Offices, Clinics and Retail	156,800 square feet plus parking
501 Eastlake Ave E	Prosthetic and Orthotics Clinic	4,401 RSF

V. Progress in Meeting Transportation Management Program (TMP) Goals and Objectives

Harborview Medical Center supports the goals and objectives of the TMP through an aggressive program of incentives to discourage use of single occupant vehicles. Our 2018 CTR Employer Survey Report demonstrates how successful our incentives have been based on the data below:

Drive Alone Rate: 40.0%
 Non-Drive Alone Rate: 60.0%
 One-Way VMT per employee: 7.4
 Average One-Way distance to home to work: 16.8

Surveys Distributed: 1,300
 Surveys Returned: 672
 Surveys Returned by CTR Affected Employees: 645

*** New Note for 2021: Commute Seattle has postponed the City of Seattle Commute Trip Reduction (CTR) employee commute survey until the fall of 2022. The TMP program will be updated in next year’s report.

The elements of the Harborview Medical Center Transportation Management Program are Harborview’s approach on promoting the program is described below:

Traffic Management Plan: Standard Required Elements from the 1999 MIMP	2019 Information and Updates
Building Transportation Coordinator: A building transportation coordinator (BTC) will be appointed to implement the TMP. The BTC will be available to employees and tenants during regular business hours to promote the TMP and stock the Commuter Information Center(s). The BTC will be trained by King County Metro and SEATRANS.	Harborview’s Parking and Commuter Services Manager fills this role. The Manager and Parking staff are available to employees to answer and promote public transportation options.
Periodic Promotional Events: At least once per year, the BTC will organize and staff events to promote the TMP elements. The BTC will be supported by King County Metro and SEATRANS. Information on the TMP will be provided to new employees.	The Parking and Commuter Services office will organize yearly events to promote the TMP. Public Transportation options will be provided to new employees during the “New Employee Orientation” meetings that are held once a month. *** New Note for 2021: Parking and Commuter Services has promoted the City’s bus discount for commuters who live in West Seattle.
Commuter Information Centers: Commuter information centers (CIC), including ridesharing and transit information, will be located in convenient locations for employees. Bicycle and pedestrian information also will be included in the CIC's.	Information regarding commuter information can be found on the Parking and Commuter Services intranet site and in the Parking Office. Additionally there is a KC Metro Information wall located near our 9 th Ave Lobby. This location has a very wide array of route information.
Ridematching Service Coordination: The BTC will promote and administer a ridematching service for employees.	The Parking and Commuter Services office provides staff the opportunity to connect with other riders via carpools and Scoop.

<p>Traffic Management Plan: Supplemental Implementation TMP Requirements From the 1999 MIMP</p>	<p>2019 Information and Updates</p>																																																		
<p>Parking Fees: Fees at Harborview parking garages and lots will be reviewed annually in order to establish peak and off-peak rates to encourage non-SOV use. Currently employees are charged a fee of \$66 per month for parking a single occupant vehicle (SOV). When combined with free carpool parking and transit subsidies, the charge of a perceptible monthly fee for SOV parking provides incentive for employees to consider alternative transportation.</p>	<p>Below are Harborview's current parking rates:</p> <table border="0"> <tr> <td>Day SOV^{*Waiting list applies}</td> <td>\$150</td> </tr> <tr> <td>Day Hybrid^{*Waiting list applies}</td> <td>\$135</td> </tr> <tr> <td>Day HOV 2 People</td> <td>\$60</td> </tr> <tr> <td>Day HOV 3-4 People</td> <td>\$35</td> </tr> <tr> <td>Day HOV 5+ People</td> <td>\$20</td> </tr> <tr> <td>Day Commuter Ticket^{*Limit 6 per quarter}</td> <td>\$13 each</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Eve SOV</td> <td>\$55</td> </tr> <tr> <td>Eve Hybrid</td> <td>\$50</td> </tr> <tr> <td>Eve HOV 2 People</td> <td>\$25</td> </tr> <tr> <td>Eve HOV 3+ People</td> <td>\$15</td> </tr> <tr> <td>Eve Commuter Ticket^{*Limits may be applied}</td> <td>\$5 each</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Night SOV</td> <td>\$40</td> </tr> <tr> <td>Night Hybrid</td> <td>\$35</td> </tr> <tr> <td>Night HOV 2 People</td> <td>\$20</td> </tr> <tr> <td>Eve HOV 3+ People</td> <td>\$10</td> </tr> <tr> <td>Night Commuter Ticket^{*Limits may be applied}</td> <td>\$4 each</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Weekend and Holiday SOV</td> <td>\$25</td> </tr> <tr> <td>Weekend and Holiday Hybrid</td> <td>\$25</td> </tr> <tr> <td>Weekend Commuter Ticket^{*Limits may be applied}</td> <td>\$4 each</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Motorcycle</td> <td>\$45</td> </tr> <tr> <td>Motorcycle Commuter Ticket</td> <td>\$3 each</td> </tr> </table>	Day SOV ^{*Waiting list applies}	\$150	Day Hybrid ^{*Waiting list applies}	\$135	Day HOV 2 People	\$60	Day HOV 3-4 People	\$35	Day HOV 5+ People	\$20	Day Commuter Ticket ^{*Limit 6 per quarter}	\$13 each			Eve SOV	\$55	Eve Hybrid	\$50	Eve HOV 2 People	\$25	Eve HOV 3+ People	\$15	Eve Commuter Ticket ^{*Limits may be applied}	\$5 each			Night SOV	\$40	Night Hybrid	\$35	Night HOV 2 People	\$20	Eve HOV 3+ People	\$10	Night Commuter Ticket ^{*Limits may be applied}	\$4 each			Weekend and Holiday SOV	\$25	Weekend and Holiday Hybrid	\$25	Weekend Commuter Ticket ^{*Limits may be applied}	\$4 each			Motorcycle	\$45	Motorcycle Commuter Ticket	\$3 each
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<p>Carpool/Vanpool Subsidy: Harborview will provide a parking fee discount of at least 50% to each participating carpool and vanpool.</p>	<p>Vanpools park for free in an exclusive van pool lot that is separated from general parking. Vanpool users must have an active UPASS to qualify.</p>																																																		

<p>Carpool/Vanpool Preferential Parking: Parking spaces conveniently located in the vicinity of each of the office buildings will be set aside for carpool and vanpool use between 6 and 9 am. Use of these spaces during these time periods will be restricted to registered carpools or vanpools. The number of spaces at each location will be established based on the number of carpools and vanpools registered with the BTC. The number of carpool spaces will be equivalent to the total number of requests for such spaces, up to a maximum of 200 parking spaces.</p>	<p>Vanpools park for free in an exclusive van pool lot that is separated from general parking. Vanpool users must have an active UPASS to qualify. *** New Note for 2021: Parking and Commuter Services has been promoting staff carpools at a reduced rate this year for two people who join the car pool. Also, the rate person is lowered when more people join the car pool.</p>
<p>Transit Pass Subsidy: Harborview will provide a transit pass discount of 50% for any HMC employee commuting to work at Harborview by transit.</p>	<p>Employees pay \$50 per month for UPASS access, this is significantly discounted over parking.</p>
<p>University of Washington Health Sciences Shuttle Services: Harborview will continue with the University of Washington to provide this service to its employees at no cost to the rider, assuming that other participants in the service continue their participation.</p>	<p>The UW Health Sciences Shuttle operates four shuttle buses that operate on continuous schedule from 6 AM to 7:30 PM. This shuttle service is provided at no cost to employees and the general public.</p>
<p>First Hill Express: Harborview will continue to provide access to this service to its employees assuming that other participants in the service continue their participation.</p>	<p>The First Hill Express has not been in service for well over a decade.</p>
<p>Bicycle Racks and lockers: Secure bicycle racks and lockers will be provided in weather protected areas convenient to potential users including employees and visitors.</p>	<p>Secure bike parking is available for staff inside the P1 & P2 Garages. There is also a locker and shower facility for staff bicycle riders in the Ninth and Jefferson building. Visitors lock their bikes in front of the 9th Ave entrance, the Ninth and Jefferson building and in the Pat Steel Building garage. *** New Note for 2021: Harborview has added 30 new fully secure bicycle parking stalls to the Ninth and Jefferson Building parking garage.</p>
<p>Motorcycle: Parking Spaces: Harborview will provide at least ten parking spaces for motorcycles and provide a discounted fee for use of these spaces.</p>	<p>Motorcycle parking is available for a significant discount over SOV parking at \$45 per month.</p>

<p>Residential Parking Zones: Harborview will continue to support the existing adjacent RPZ's by paying for program administration, signing and permits issued within the area bordered by the south side of James Street, the west side of Boren and Broadway, the north side of Spruce/west side of 8th and the east side of I-5.</p>	<p>Harborview continues to support residential parking by paying for program administration every month.</p>
<p>Guaranteed Ride Home: Harborview will continue to offer a guaranteed ride home for registered program participants.</p>	<p>Harborview continues to offer the Guaranteed Ride Home program for a maximum of 8 trips per year and 50 miles per quarter for any employee with a U-Pass.</p>
<p>Telecommuting: Though application may be limited, due to site specific job duties, the Transportation Coordinator will work with applicable departments to encourage full or part-time telecommuting opportunities in order to reduce vehicle trips to the site.</p>	<p>This is a departmental decision and limited in application due to the nature of Harborview's core business. But more and more departments have been taking advantage of newer technology allowing for more staff to work from home. ***New Note for 2022: A number of departments located on campus have continued to allow their employees to work from home while some have moved to a hybrid model. The full impact of the WFH model will not be known until the COVID-19 pandemic has subsided.</p>
<p>Pedestrian Access: As various elements of the Master Plan are implemented, sidewalks and pathways will be developed to internally connect all on-site uses. The pedestrian connections also will provide direct access between the development and the transit center and bus stops along adjacent streets. Crosswalks and appropriate signing and traffic control devices also will be installed to facilitate pedestrian access and circulation.</p>	<p>The sidewalks throughout our campus are fully maintained and are very safe for walking. All of our exterior pedestrian pathways allow for easy access to bus stops and crosswalks.</p>