**CITY OF SEATTLE**
**ANALYSIS, RECOMMENDATION AND DETERMINATION OF**
**THE DIRECTOR OF THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

**Record Number:** 3040282-LU

**Applicant:** University of Washington Medical Center Northwest

**Address of Proposal:** 1550 N 115th Street

## SUMMARY OF PROPOSAL

Council Land Use Action to adopt a new Major Institution Master Plan for the University of Washington Medical Center, Northwest Campus (UWMC-Northwest). A rezone is required for a modification to MIO height limits. Environmental Impact Statement is being prepared by the University of Washington. The following approvals are required:

I. **Council Action – Major Institution Master Plan (SMC 23.69)**
II. **Council Action – Rezone to modify heights within the Major Institutional Overlay (MIO) (SMC 23.34.124)**
III. **SEPA – Environmental Determination (SMC 25.05)**

## SEPA DETERMINATION

- ☐ Determination of Nonsignificance (DNS)
  - ☐ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.
  - ☐ No mitigating conditions of approval are imposed.
- ☐ Determination of Significance (DS) – Environmental Impact Statement (EIS)
- ☒ Determination made under prior action.
- ☐ Exempt

In accordance with SEPA (RCW 43.21C), a Determination of Significance (DS) was made under a prior action by University of Washington (3040282-LU).

## SITE AND VICINITY

*Site Zone:* Major Institutional Overlay (MIO)

*Zoning Pattern:* (North) Neighborhood Residential-2 (M)
(South) Lowrise-3 (M)
(East) Lowrise-2 (M) and Neighborhood Residential-2 (M)
(West) Lowrise-3 (M)

*Environmentally Critical Areas:* No mapped ECAs.


The top of this image is north. This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in SDCI's files will control.

## INTRODUCTION

This report is the Director's analysis and recommendation to the City Council on the University of Washington Medical Center, Northwest Campus (UWMC-Northwest) Final Major Institution Master Plan (herein referred to as either Master Plan or MIMP). The report considers the recommendations of the Development Advisory Committee (DAC), the environmental analysis and comments in the Final Environmental Impact Statement (FEIS), and the applicable portions of the adopted policies and regulations of the Seattle Municipal Code (SMC) Title 23, Land Use Policies and Codes. The University of Washington is the SEPA lead agency.

The Director recommends approval of the Master Plan subject to the conditions outlined in Section VII, at the conclusion of this report.

This report is divided into seven sections:

- **Section I: PROJECT HISTORY** (page 3) includes background information on the project, including application history, a description of the project site, the DAC and public comment.
- **Section II: GOALS, MISSION, AND OBJECTIVES** (page 7) identifies the general purpose, mission and goals of the University of Washington Medical Center, Northwest Campus Plan.
- **Section III: MASTER PLAN ELEMENTS** (page 9) discusses the Master Plan's program elements.
- **Section IV: ANALYSIS – MAJOR INSTITUTIONAL MASTER PLAN** (page 19) analyzes the Master Plan's compliance with major institution policies and codes, including an analysis of impacts and recommended mitigation pursuant to SMC 23.69.002 and SMC 23.69.032.E.
- **Section V: ANALYSIS – REZONE** (page 49) analyzes the Master Plan's compliance with applicable rezone criteria.
- **Section VI: ANALYSIS – SEPA** (page 64) summarizes the SEPA analysis contained in the FEIS, and refers to applicable mitigations.
- **Section VII: SUMMARY AND RECOMMENDATIONS** (page 80) lists the conditions recommended by the Director.

## I. PROJECT HISTORY

### I.A. BACKGROUND

UW Medical Center- Northwest Campus (UWMC-Northwest) began at this site in 1960 as Northwest Hospital on a 33-acre campus in what is known as the Haller Lake neighborhood of Seattle's Northgate Urban Center. Approved in 1991, the current Major Institution Master Plan (MIMP) was in place when the campus first integrated with the UW Medicine system in 2009. The site officially became UW Medical Center – Northwest on January 1, 2020. Existing buildings at the campus total approximately 738,000 total gross square feet (GSF) in 10 buildings. The prior 30-year old Master Plan approved in 1991 will expire with the adoption of the updated Master Plan. UWMC-Northwest has applied to the Seattle Department of Construction and Inspections (SDCI) for a new Major Institution Master Plan.

UWMC-Northwest is proposing to maintain its existing MIO boundary (Figure 1) and to modify MIO height overlays (Figure 2).

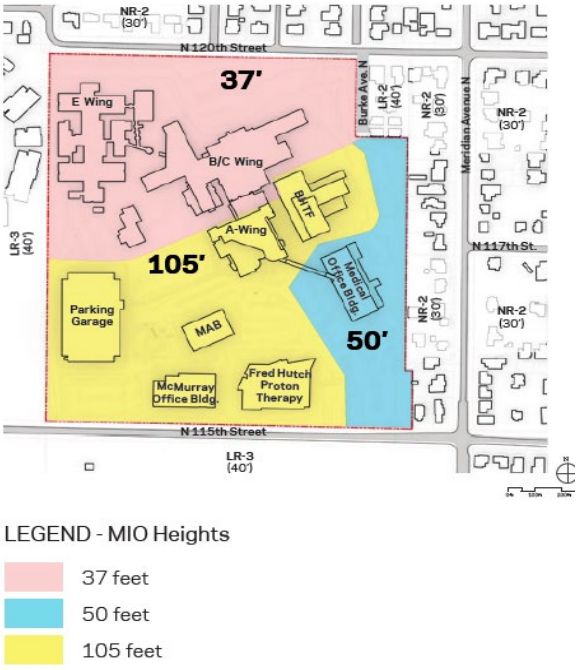


**Figure 1. Existing MIO Boundaries and Heights**

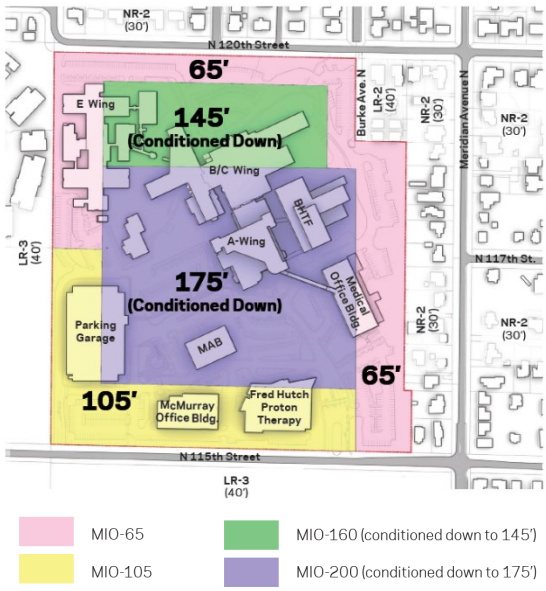


**Figure 2. Proposed MIO Heights**

Planned and potential projects would occur throughout the life of the 20-year Master Plan. Redevelopment of the UWMC – Northwest Campus will include inpatient (hospital) and outpatient clinic buildings to replace and grow existing healthcare capacity on-site. In addition, support uses such as administrative offices, daycare (for staff families), central utility plant(s), and parking structures are anticipated. This MIMP update proposes that UWMC – Northwest Campus development will grow from approximately 738,000 SF up to 1.6 million SF over the course of the MIMP.

Construction of new patient care buildings increases the number of parking stalls required on campus. On the UWMC – Northwest, new construction would also remove existing stalls, since the available land to build is currently in use as surface parking lots. The development will therefore need to replace and grow the number of total number of parking stalls via surface lots and/or a standalone parking structure(s) on the campus.

Additional parking may be built as an expansion of the existing parking structure and/or a standalone parking structure(s) on the campus. New parking garages would include electric vehicle (EV) charging stations at UWMC – Northwest.

The existing parking supply is approximately 1,600 parking spaces. UWMC – Northwest proposes to increase parking with each new building for a total maximum of 3,300 spaces at full build-out of the Master Plan.

## I.B. MAJOR INSTITUTIONAL OVERLAY / REZONE

UWMC-Northwest proposes to modify its current MIO height overlays as depicted on Figure 2 of this report.

The following approvals are required as part of the Master Plan:

- Adoption of a new Major Institution Master Plan (SMC Chapter 23.69)
- Rezone to modify MIO height overlay districts (SMC 23.34)
- SEPA Review and Analysis (SMC 25.05)

**I.C. PROCEDRUAL MILESTONES**

- UWMC-Northwest submitted the formal Notice of Intent to prepare a new Master Plan to SDCI on September 27, 2022.
- UWMC-Northwest began to work with the Department of Neighborhoods (DON) in October 2022 to assist with the formation of a Development Advisory Committee (DAC).
- The first meeting of the DAC occurred in March 2023.
- A Concept Plan was submitted by UWMC-Northwest to SDCI in January 2023.
- The University of Washington issued a Public Notice of Scoping March 27, 2023 and held two Public Scoping Meetings April 1 and April 6, 2023. The EIS scoping comment period ended April 17, 2023.
- A Preliminary Draft Master Plan was submitted by UWMC-Northwest to SDCI June 5, 2023.
- A Draft Master Plan was submitted by UWMC-Northwest to SDCI in September 2023.
- University of Washington published a Notice of Availability of the Draft EIS, Draft Master Plan September 5, 2023.
- A Public Meeting was held on September 21, 2023 to hear comments on the Draft EIS and Draft Master Plan. The written comment period ended on October 5, 2023.
- A Preliminary Final Master Plan and Preliminary Final EIS was submitted by UWMC-Northwest to SDCI dated December 2023.
- A Final Master Plan was submitted by UWMC-Northwest to SDCI February 29, 2024.
- University of Washington published a Notice of Availability of the Final EIS and Final Master Plan on March 1, 2024.

**I.D. PRIOR APPROVALS**

The City Council adopted the Northwest Hospital Major Institution Master Plan by Ordinance # 115914 on November 1991.

The existing campus Major Institution Overlay contains three height districts: MIO- 37-LR2 (M), MIO- 50-LR2 (M), and MIO-105-LR2 (M).

**I.E. SITE AND VICINITY**

The UWMC-Northwest Campus is located on an approximately 33-acres site in the Haller Lake neighborhood of Seattle's Northgate Urban Center, just east of Aurora Avenue N. The campus is bound by N 120th Street to the north, Burke Avenue N and Meridian Avenue N residences to the east, N 115th Street to the south, and the Bikur Cholim Cemetery and Stendall Place residential loop to the west. Current zoning for the campus includes MIO- 37-LR2 (M), MIO- 50-LR2 (M), and MIO-105-LR2 (M). Uses in the immediate area include residential to the north and east, and a cemetery to the south and west. Surrounding residential zones include Lowrise 2 (M), Lowrise (3), and Neighborhood Residential-2.

## I.F. PUBLIC COMMENT AND AGENCY COMMENT

As described in the FEIS, consistent with the provisions of the State Environmental Policy Act (SEPA) (RCW 43.21C and WAC 197-11-050), the University of Washington is the lead agency under SEPA (WAC 478-324-010 through -230).

In March 2023, the University of Washington began the formal environmental review process for the proposed *MIMP Update*. As the SEPA lead agency, the University of Washington is responsible for ensuring SEPA compliance. The University determined that the proposed *MIMP Update* could result in significant environmental impacts and that an EIS should be prepared. The University initiated the environmental review process by gathering public and agency input regarding specific topics and issues that should be analyzed as part of this EIS.

On March 27, 2023, the University of Washington issued a Determination of Significance and initiated the scoping process for this EIS. From March 27th through April 17th, 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, five comment letters and emails were received. The University also held public scoping drop-in sessions on April 1st and April 6th and an on-line open house during the comment period. A total of twelve (12) comment letters were received during the scoping comment period.

Through the scoping process the following elements of the environment were identified for further analysis:

- Land Use/ Plans & Policies
- Employment
- Air Quality/ Greenhouse Gases
- Environmental Health
- Aesthetics/Light & Glare/ Shadows
- Historic/Cultural Resources
- Transportation
- Utilities
- Construction Impacts

## I. G. DEVELOPMENT ADVISORY COMMITTEE

The Development Advisory Committee (DAC) met regularly throughout the planning process. From its initial meeting on February 1, 2023 through May 29, 2024, the DAC held 16 meetings, and is anticipated to hold additional meetings May through early June 2024 to prepare its recommendation to the Hearing Examiner. Several review periods were held with the DAC in the development of the MIMP Update to gain feedback. In May 2023 the DAC submitted a comment letter on the Concept Plan to help guide the MIMP development. In August 2023 the DAC submitted a comment letter on the preliminary draft MIMP and EIS which guided the development of the Draft. In October 2023 the DAC submitted a comment letter on the Draft MIMP and EIS. The DAC submitted a letter to SDCI outlining their comments and recommendations on the Preliminary Final MIMP and EIS on February 14, 2024. Subsequently, UWMC – Northwest made changes in response to the DAC's comments which are now reflected in the Final MIMP (March 2024) and Final EIS (March 1, 2024). On April 3, 2024, the DAC provided comments to SDCI on the Final MIMP (March 2024) and Final EIS (March 1, 2024).

The DAC provided the following summary of recommendations in the April 3, 2024 letter and revised recommendations following review of the Draft Director's Report in the May 26, 2024 dated letter submitted to SDCI:

1. Prohibiting new vehicular access point from N 120th Street while maintaining the existing locked access gate for emergency access, short term construction, and deliveries that exceed clearances at the pedestrian bridge on campus.
2. Locating the tallest structures only near the central or southern areas of the property.
3. (revised) Central Utility Plant location to be considered to minimize negative impacts on adjacent residential properties.
4. (revised) Allowing parking garages at the southeastern corner, the south and southern half of the western property lines.
5. Generous setbacks abutting and across from residential parcels.
6. Restricting building height near residential property lines.
7. (revised) Maintaining trees and vegetation on the property now, during, and after the development, specifically maintaining the mature trees and landscaping along the north campus edge.
8. Providing public outreach related to street improvement projects.
9. Clarifying extent of intersection improvements in the recommendations.
10. Provide a 20' setback from the north campus edge for the internal campus loop.

The DAC comments are discussed in Sections IV and V of this Report.

**I.H. CHANGES TO THE MASTER PLAN IN RESPONSE TO PUBLIC COMMENTS**

UWMC – Northwest submitted its Concept Plan in December 2022. The Concept Plan did not include any boundary expansions; however, the Concept Plan did include increases to the MIO heights within the existing campus boundary. The Draft Major Institution Master Plan (MIMP) process studied two alternatives determining maximum building heights and setbacks that could achieve the 1.6 million SF total campus development goal.

In response to the comments it received from the public and the DAC, UWMC-Northwest modified its Draft Master Plan to revise setbacks and location of the proposed height increases. This process identified "Alternative 3" as the preferred alternative as identified in the Final EIS and Final MIMP.

Chapter 4 of the FEIS includes written comments on the DEIS and responses to those comments. Chapter 4 of the FEIS also includes public testimony regarding the FEIS and responses to those comments.

Comments on the Draft EIS and Preliminary Final Master Plan primarily raised concerns in regard to height, bulk, and scale, and to pedestrian and vehicular transportation impacts from future development. In response, UWMC - Northwest has proposed in its Final Master Plan the preferred Alternative 3. Alternative 3 would add approximately 862,000 SF of development, for a total of 1.6 million gross square feet, increase MIO heights at the center of the campus and would increase setbacks (from those proposed in alternatives 1 and 2) in some of the campus areas from those shown in the Draft Master Plan from 20'-30' to 40' in preferred Alternative 3.

## II. GOALS, MISSION, AND OBJECTIVES:

### II.A. PURPOSE OF THE MAJOR INSTITUTION MASTER PLAN

The City Council adopted the Northwest Hospital Major Institution Master Plan by Ordinance # 115914 in 1991.

The UWMC - Northwest Purpose: to replace the 30-year old master plan and guide future redevelopment of the UWMC – Northwest campus. This Major Institution Master Plan (MIMP) will update the existing entitlements to accommodate facility replacement and growth needs while fulfilling City of Seattle requirements of medical institutions to define their long-term plans.

### II.B. UWMC-NORTHWEST'S MISSION

As provided by UWMC – Northwest in the proposed Master Plan, the mission of UW Medical Centers and UW Medicine is to provide "an integrated clinical, research and learning health system with a single mission to improve the health of the public."

The vision is stated in three parts:

- A care experience for patients and their families that helps them achieve their personal goals for wellness and disease management.
- An educational environment for health professionals, students and trainees that prepares them for leadership in their professional careers.
- A research enterprise for scientists that enables them to advance medical knowledge and clinical innovations with groundbreaking discoveries.

The following UW Medicine values guide everything that happens at the UWMC – Northwest campus:

- We treat people with respect and compassion.
- We embrace diversity, equity and inclusion.
- We encourage collaboration and teamwork.
- We promote innovation.
- We expect excellence.

### II.C. MASTER PLAN OBJECTIVES

The primary goal of UWMC – Northwest, as stated in the Master Plan, is to provide "an integrated clinical, research and learning health system with a single mission to improve the health of the public."

On page 11-15 of the Master Plan UWMC – Northwest lists five drivers of its need for growth:

- Regional population growth: By 2050, the Puget Sound Regional Council has projected that the region will grow by more than 1.5 million people. Local demographics directly correlate to the increased demand for healthcare services and expansion of existing healthcare facilities. UWMC anticipates this demographic trend will continue and has adequately planned to accommodate these healthcare demands as part of the growth projections and long-term plan.

- Localized population growth and aging population changes specifically in the UWMC – Northwest service area: The UWMC – Northwest service area spans King and Snohomish Counties which is home to approximately 3.2 million residents. This area is experiencing rapid population growth and is projected to increase by 28% over the next 20 years, exceeding 4 million people.

  In addition to growth, the population projections also identify significant gains in our aging population. Within the next seven years alone, the UWMC – Northwest service region is anticipating a 22% growth in the 65+ age group. This demographic experiences higher demand for healthcare services with more complex care needs.

- Programmatic needs for an academic medical center and anticipated increased demand for several healthcare services provided at UWMC: Inpatient volumes are anticipated to approximately double on the UWMC – Northwest campus. Outpatient clinical care is estimated to grow approximately by a third in the same time period, from almost 6 million to 8 million patient visits annually. Significant space is needed at UWMC – Northwest to help meet this demand – in the hospital (inpatient beds, diagnostic and treatment services, support space and infrastructure) and in the outpatient medical office buildings.

- Older campus facilities requiring significant investment to maintain: Many of the facilities at UWMC – Northwest are more than 50 years old and require significant investment through renovation or replacement to meet contemporary healthcare practices, meet current codes, best practices and improve energy efficiency. The UWMC – Northwest campus needs to grow and modernize the care environment to increase capacity, continue to provide the highest level of healthcare for the community and support teaching needs at this location.

- Existing low density medical center development creates long distances for operational efficiencies and sprawled program distribution across the campus: The older, northern half of the campus is dominated by 1-story buildings that spread out healthcare functions and increase staff travel distances between care areas. Modern medical centers are designed to closely locate all diagnosis and treatment areas so that staff proximity and patient care areas are quickly accessed, either on the same floor or on adjoining levels. The single-story, low density, sprawling medical center development on the northern half of campus has made modern medical center expansion problematic on campus. UWMC – Northwest recognizes that in order to meet future demands in the region, an increase in development density will be required to respond to the projected population growth and corresponding increase in healthcare demands.

## III. MASTER PLAN ELEMENTS

### III.A. MAJOR INSTITUTION OVERLAY DISTRICT

The UWMC – Northwest Campus is located on an approximately 33-acres site in the Haller Lake neighborhood of Seattle's Northgate Urban Center, just east of Aurora Avenue N on N 115th Street. The campus is bound by N 120th Street to the north, Burke Avenue N and Meridian Avenue N residences to the east, N 115th Street to the south, and the Bikur Cholim Cemetery and Stendall Place residential loop to the west. Current zoning for the campus includes MIO- 37-LR2 (M), MIO- 50-LR2 (M), and MIO-105-LR2 (M).

UWMC – Northwest is proposing to maintain the existing MIO boundaries but to increase heights within the existing MIO campus (see Figure 2):

1. At the north-central portion of the campus UWMC-Northwest is proposing to increase from MIO-37' to MIO-145' (conditioned down from MIO-160')
2. At the center of the campus UWMC-Northwest is proposing to increase from MIO-105' to MIO-175' (conditioned down from MIO-200')
3. Along the northwest and northern edge, the UWMC-Northwest is proposing to increase from MIO-37' to MIO-65'
4. Along the east edge, the UWMC-Northwest is proposing to increase from MIO-37' and MIO-50' to MIO-65'
5. MIO-105' height is proposed to be maintained along the southwest and southern campus edges

## III.B. DEVELOPMENT PROGRAM

### *General*

UWMC – Northwest is approximately 33-acres with a total building area of 738,000 SF. UWMC - Northwest is proposing a maximum build-out up to 1.6 million square feet.

Planned and potential projects would occur throughout the life of the Master Plan. Redevelopment of the UWMC – Northwest campus will include inpatient (hospital) and outpatient clinic buildings to replace and grow existing healthcare capacity on-site. In addition, support uses such as administrative offices, daycare (for staff families), central utility plant(s), and parking structures are anticipated.

In addition, several of the existing campus facilities are more than 50 years old and require major investment through renovation or replacement to meet modern healthcare practices. Aging infrastructure should be replaced to meet current codes, best practices and improve energy efficiency. The UWMC – Northwest has stated their need to grow and modernize the care environment to increase capacity and support teaching needs at this location. Phased development will replace and grow existing functions in new facilities before some of the older buildings can be demolished. Implementation of the MIMP is anticipated to occur in multiple projects through at least the next twenty years. Last remaining construction projects under the 1991 MIMP are anticipated to be complete in 2024. Under the new MIMP, the proposed projects could be completed by 2040.

### *Phasing of Planned and Potential Development*

According to the proposed UWMC - Northwest MIMP, the timing of projects is subject to variability due to the uncertainty of funding and the rapid changes in the healthcare environment. Planned and potential development projects will occur over the lifetime of the Master Plan to accommodate the need for replacement, renovation and expansion of the inpatient hospital, the supporting medical clinics, research/ educational facilities, and parking.

Specific phasing is not outlined within the Master Plan. The process of prioritizing projects for the capital budget is initiated by UW Medicine and involves several steps beginning with an assessment of needs. Facility needs are identified, evaluated, and prioritized by the UW Medicine administration based on resources available and greatest benefit to fulfilling the mission and approved by the UW Medicine Board.

***Skybridge and Building Connections***

Other than the rights-of-way at the borders of the MIO, there are no rights-of-way within the MIO, and the UWMC – Northwest MIMP does not include any proposed skybridges crossing public rights-of-way. Skybridges are permitted uses anywhere within the campus including over campus drives. The Master Plan states, skybridges should be designed in accordance with healthcare best practices and located to maximize pedestrian and street safety. And where applicable, ensure sufficient clearance beneath the skybridge for emergency, delivery service, and construction vehicles, as determined by the professional engineers on the UWMC – Northwest design team.

***Central Utility Plant***

The proposed UWMC – Northwest Master Plan update includes a Central Utility Plant (CUP) intended to consolidate and separate the critical infrastructure that supports the Medical Center into a standalone enclosed facility. The environmental impacts of the CUP are analyzed further in SECTION VI SEPA.

**III.C. DEVELOPMENT STANDARDS**

The Master Plan establishes the UWMC – Northwest's development standards on pages 66-82. Consistent with SMC 23.69.030, the development standards would modify and supersede the underlying zoning standards. Specifically, UWMC-Northwest proposes to replace the underlying Lowrise zoning development standards with development standards established in the MIMP pursuant to the Major Institutions Code (SMC 23.69).

Per SMC 23.69.020 Major Institution uses shall be subject to the development standards for institutions of the underlying zone in which they are located, except for the dispersion requirements of the underlying zoning for institutions, and except to the extent the development standards are modified by an adopted MIMP.

***Existing Underlying Zoning***

The existing MIO has an underlying zone of LR2 (see Figure 3). LR2 is a residential zone with a height limit of 40 feet. The UWMC- Northwest does not propose to change the underlying zones.


**Figure 3. Underlying Zoning**

***Height***

The UWMC – Northwest campus is proposing to maintain the existing MIO boundaries but to increase heights within the existing MIO campus (see Figure 2 of this report). Four building height limit overlays are proposed under Alternative 3 as follows:

- 65-feet at the north, northwest and eastern edges of campus abutting residential parcels and N 120th Street.

- 105-feet adjacent to N 115th Street and cemetery to the west
- 145-feet (conditioned down from MIO-160) at the north central portion of campus.
- 175-feet (conditioned down from MIO-200) limited to the central portion of the campus.

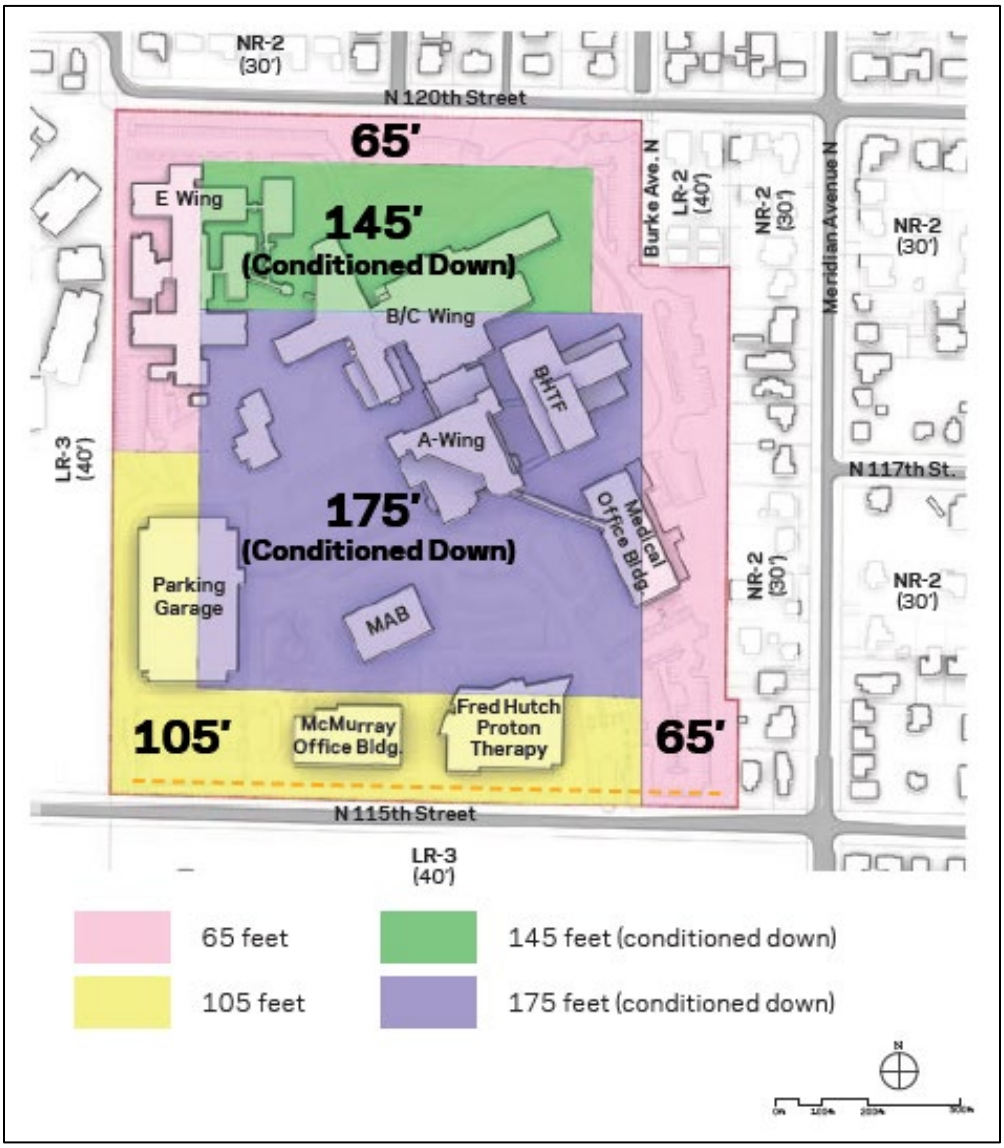


**Figure 4. Proposed Major Institution Overlay Districts**
**(Conditioned heights are shown in parenthesis)**

***Setbacks***

The setbacks proposed in the MIMP exceed the institutional setbacks of the underlying zoning as described in this section. The underlying zoning of the campus is LR2. Setback requirements for institutions located in Lowrise zones are found in SMC 23.45.570:

- Front setback. The average front setback is 10 feet, and the minimum front setback is 5 feet.

- Rear setback. The minimum rear setback is 10 feet.
- Side setback. The minimum side setback is 5 feet.

If the depth of a structure exceeds 65 feet, an additional side setback is required for that portion of the structure in excess of 65 feet, according to Table B for 23.45.570. In lieu of providing the additional setback for the portion of the structure in excess of 65 feet deep, a lesser side setback may be provided for the portion in excess of 65 feet deep if the average setback for the entire structure is no less than the average of the setback required by subsection 23.45.570.F.3.a and the setback required under Table B for 23.45.570.

Table B for 23.45.570
Side setback requirements for institutional structures greater than 65 feet in depth in LR zones

| Structure depth in feet | Side setback requirement in feet | | | | |
|---|---|---|---|---|---|
| | Up to 20 in height | Greater than 20 up to 40 in height | Greater than 40 up to 60 in height | Greater than 60 up to 80 in height | Greater than 80 in height |
| Up to 70 | 12 | 14 | 16 | 18 | — |
| Greater than 70, up to 80 | 13 | 15 | 17 | 19 | 21 |
| Greater than 80, up to 90 | 14 | 16 | 18 | 20 | 22 |
| Greater than 90, up to 100 | 15 | 17 | 19 | 21 | 23 |
| Greater than 100 | 16 | 18 | 20 | 22 | 24 |

As noted in the Building Setbacks section of the Final MIMP page 70, setbacks from the MIO boundary are required for new buildings located near the campus perimeter. The Master Plan proposes two setbacks under Alternative 3 as follows:

- 20-foot setback where campus abuts N 115th Street.
- 40-foot setback where the campus boundary abuts residential properties to the east and west, and to the north where the campus boundary abuts the N 120th Street right-of-way.

These proposed setbacks exceed those of the underlying zoning. The Master Plan clarifies that no ground level building setbacks are required between structures internal to campus.

***Façade Width and Structure Depth in LR Zones***

Section 23.45.570 Institutions, D. Structure Width in Lowrise Zones, Table A for 23.45.570: Width Limits for Institutions in Lowrise zones identifies that in LR2, the maximum structure width without green factor is 45 feet; with green factor, the maximum width is 90 feet.

The proposed UWMC – Northwest is requesting modification to this requirement. UWMC-Northwest is proposing no limit to unmodulated façades to allow for efficient development of hospital uses. The Master Plan defines blank walls as a continuous stretch of wall over 70 feet in length and 10 feet in height that does not include a transparent window or door. The Master Plan proposes that blank walls at ground level shall be mitigated through inclusion of one or more of the following pedestrian oriented features: material variation, landscape to create visual interest or place of respite, public art, pedestrian entrances, or windows offering views into internal lobbies or public spaces.

***Exemptions from Floor Area Ratio (FAR)***

Floor area ratio (FAR) limits in the underlying LR2 zone do not apply to Major Institutions. However, SMC 23.69.030.E.2 requires Master Plans to identify an overall FAR for the campus. Typical to other Major Institution Master Plans, specific exemptions from gross floor area when used to calculate FAR are requested in the Master Plan on page 68. The Master Plan identifies the following spaces to be exempt from the calculation of gross floor area:

1. Floor area within parking structures;
2. Penthouses and rooftop equipment enclosures;
3. Interstitial mechanical floors; or for buildings without interstitial floors, up to three percent of floor area within structures dedicated to building mechanical equipment; and
4. Utility plant(s) or features.

Calculation of gross square feet is defined in the Final MIMP Appendix A to apply to the allowable gross square feet in the Development Standards.

***Existing and Proposed Landscaping and Open Space***

The existing UWMC – Northwest campus character is best described as a traditional suburban medical center campus with a diverse mix of sprawling buildings set within a landscape of mature trees, grass and clusters of ornamental plantings, with surface parking lots tucked in along the serpentine access drive. A few small outdoor spaces provide casual seating, with often disconnected walkways, or interrupted by the parking lots.

The open space, landscape, and screening requirements of the underlying zone are superseded by provisions of this MIMP. UWMC – Northwest shall not be required to follow the provisions of the Green Factor specified in SMC 23.45.524 or 23.45.570, nor to any future landscaping standard where performance is calculated on a lot-by-lot and project-by-project basis, as this project-level approach to landscape is incompatible with the campuswide strategy employed by Seattle's major institutions.

The Master Plan proposes a minimum open space for the campus of 20%. Proposed open space on building structures is limited to 10% of campus open space. To be counted toward the open space

requirement, the area must measure at least 50 square feet. Development standards for open space supersede underlying zoning.

Several different types of landscaped areas apply to the UWMC – Northwest campus:

A. Public Rights of Way: Public rights of way are limited to N. 115th Street, N. 120th Street, and Burke Avenue N, all on the edges of the campus. The campus side of these streetscapes shall include planted areas, sidewalks and curbs with gutters, as shown in Figures 6.4-6.7 of the Master Plan. No sidewalk is required on Burke Ave N. No public rights-of-way dissect the campus.

B. East and West Campus Edges: Where the property abuts residential parcels, campus landscaped areas will be maintained to help create a landscape buffer for neighbors. Planting materials will incorporate trees and shrubs to help obscure campus activities and provide privacy. Where new internal drives are developed within building setback areas adjacent to residentially built parcels, a 20 feet wide landscape planted area will be provided. (This is not applicable in the following areas: existing drives or surface parking areas, where adjacent to rights-of-way, and in areas where the setback is 20 feet.)

C. Internal Campus Open Spaces: A variety of outdoor open spaces shall be distributed throughout the campus to offer restorative opportunities for health and recovery by providing staff, patients, and visitors a place to enjoy nature. The campus landscape may be directly enjoyed outside or viewed from interiors, including patient rooms, staff break rooms, or public areas. Open space features may include plazas, rooftop gardens, hardscape and landscape, seating areas, and connected sidewalks.

D. Campus Trees: All new development shall adhere to the existing campus Urban Forest Management Plan (UFMP) including the following standards:

    1. Develop and maintain a tree plan and database for all trees on campus.
    2. Identify and meet canopy coverage goals or targets.
    3. Define removal and replacement metrics or procedures.
    4. Identify maintenance and tree protection strategies during construction.

Any tree requiring removal for a project allowed by this MIMP may be removed. Tree replacement and maintenance will follow the UWMC-Northwest Urban Forest Management Plan. Trees that will be retained will be protected using standard tree protection measures, in coordination with the UW arborist or delegated certified arborist.

***Lot Coverage***

The underlying LR2 zoning does not have a lot coverage limit.

The UWMC-Northwest Master Plan is proposing a maximum lot coverage for the campus of 48 percent. Lot coverage is the percentage of the total site area that is occupied by built structures, including accessory buildings such as parking garages. Lot coverage does not include covered walkways, open-air structures, surface parking lots, below-grade structures, fences/screens, internal drives, sidewalks, plazas, patios, and other paved areas.

***View Corridors***

There are no designated scenic routes near the UWMC-Northwest campus. There are no public rights-of-way through the campus. The proposed vehicular circulation loop will provide views moving through the campus.

No project specific skybridges are proposed at the time of the proposed Master Plan, and at no point during the life of the Master Plan will UWMC – Northwest propose skybridges to span public rights-of-way. However, the Master Plan includes standards for internal skybridges:

> Skybridges are permitted uses anywhere within the campus including over campus drives. Skybridges should be designed in accordance with healthcare best practices and located to maximize pedestrian and street safety. Where applicable, ensure sufficient clearance beneath the skybridge for emergency, delivery service, and construction vehicles, as determined by the professional engineers on the UWMC – Northwest design team. However, no specific skybridges are proposed at this time.

***Transit Access***

King County Metro transit operates four routes within the vicinity of the UWMC – Northwest campus including the bus stop located on campus, north of the eastern site access. Outside of the medical center, the nearest bus stops are located approximately 350 feet east of the site entrance at the Meridian Avenue N/N 115th Street and at Meridian Avenue N/N 120th Street intersections. Local transit routes with stops within the vicinity of the project site are routes 40, 345, 346, RapidRide E-Line.

The current service areas, operating hours, and headways are summarized in Table 5 in Appendix B (Final Transportation Discipline Report) of the Final EIS. The headways range from five to 30 minutes during the weekday peak periods. All of the routes serving the campus have remaining capacity to accommodate additional riders during the weekday peak periods ranging from 8 to 31 percent; Appendix B in the Final EIS provides additional detail.

***Loading and Service Facilities***

The UWMC – Northwest campus functions primarily with a single loading dock that contains five loading berths, of which three are actively used. The other two berths accommodate compactors for garbage and recycling. The existing loading dock acts as a centralized location for all hospital deliveries.

With the completion of the Behavioral Health Teaching Facility (BHTF) (1st quarter 2024), a total of 8 active loading berths will be provided on campus. This is based on requirements established in SMC 23.54.035 A, as that project was permitted under the previous master plan. To assess the needs of the campus in the future under the proposed master plan, daily demand for and occupancy of the existing loading dock was monitored over multiple days. Based on the current hospital gross square feet (gsf), a demand rate of 1.13 minutes per 1000 sf was established. During these observations, the BHTF docks and facility were not operational. The collected data demonstrate that the existing loading berth utilization is 35%, and the No Action utilization is 18%. These numbers indicate that the eight loading berths expected with the completion of the BHTF project will be more than adequate to accommodate the project delivery demands under the No Action condition.

This observed rate was then applied to the total future development identified in the MIMP. Based on the observed rates and cumulative development plans within the MIMP, a total of 9 berths are recommended. This represents an increase of one loading berth after BHTF completion. With the increased number of loading berths, there will be more than enough capacity to accommodate deliveries made to the site, utilizing only 33% of the future capacity. The forecasted utilization of 33% is less than the existing condition. Loading and service facilities will be designed to minimize any loading from the adjacent public rights-of-way and to accommodate larger on-site tractor trailers. The Master Plan also allows fewer berths can be provided if study indicates 9 are not needed to service the campus.

***Preservation of Historic Structures***

There are no designated City Landmarks within the MIO boundary or adjacent to the MIO boundary.

The University of Washington's existing internal design review processes (architectural, environmental review, and Board or Regents) will continue to review and authorize major building projects in terms of siting, scale, and the use of compatible materials relative to historic structures.

The University of Washington will continue to follow the Historic Resources Addendum (HRA) process for all proposed projects that include for any project that makes exterior alterations to a building or landscape more than 25 years of age, or that is adjacent to a building or landscape feature more than 25 years of age (excluding routine maintenance and repair) The HRA is intended to ensure that important elements of the campus, its historic character and value, environmental considerations and landscape context are valued. The review and criteria is further detailed on page 42 of the Final MIMP.

***Parking***

The UWMC – Northwest campus currently has 1,542 stalls, reflecting an existing parking supply rate of 2.8 stalls/1,000 gsf. Under the Master Plan, the maximum parking supply on campus is proposed to be 3,300 stalls. This maximum value is based on current observations of the vehicle demand, consideration of future rightsizing of the patient facilities, and a reduction in SOV percentages. The Master Plan proposes a parking supply rate of 2.06 stalls/1,000 gsf. While the parking supply on campus is shown to increase, the reduced parking supply rate represents a 30 percent decrease.

Note that SMC 23.54.016.B.2 defines parking requirements for major institutions based on the number of staff assigned to the facility and the number of beds provided. Due to how UWMC staff are assigned, however, individuals support multiple sites within their system; review of existing demand is a more accurate reflection of the campus need and operations.

**III.D. TRANSPORTATION MANAGEMENT PROGRAM**

The Master Plan gives details of the proposed TMP on pages 89-98 and in Section 3.7 of the Final EIS. The proposed TMP modifies the current TMP. The plan describes required contents consistent with the major institution code, including the intent, location, authority, goals, high occupancy vehicle incentive, program elements, participants' responsibility, and evaluation criteria and procedures.

The UWMC-Northwest currently has a SOV commute rate goal of 65 percent, as established in the 1991 MIMP. The most recent CTR survey results (fall 2019) show an average SOV rate of 75 percent. UWMC-

Northwest has proposed a 50 percent SOV rate to be achieved at full build-out, which is the minimum performance standard included in code (SMC 23.54.016.C). The TMP components are consistent with Director's Rule: TMP Director's Rule, joint SDCI Directors Rule 05-2021/SDOT Director's Rule 01-2021.

## III.E. PHASING AND EIS ALTERNATIVES

According to the University of Washington Master Medical Center - Northwest Plan, the timing of projects are subject to variability due to the uncertainty of funding and the rapid changes in the healthcare environment. Planned and potential development projects will occur over the lifetime of the Master Plan to accommodate the need for replacement, renovation and expansion of the inpatient hospital, the supporting medical clinics, research/ educational facilities, and parking.

Specific phasing is not outlined within the Master Plan. The process of prioritizing projects for the capital budget is initiated by UW Medicine and involves several steps beginning with an assessment of needs. Facility needs are identified, evaluated, and prioritized by the UW Medicine administration based on resources available and greatest benefit to fulfilling the mission and approved by the UW Medicine Board.

The Final EIS includes four alternatives:

- No Build
- Alternative 1 – Addition of approximately 862,000 sf for a total of 1.6 million sf; two height limit overlays MIO-65 and MIO-175
- Alternative 2 – Addition of approximately 862,000 sf for a total of 1.6 million sf; three height limit overlays MIO-65, MIO-105, and MIO-175
- Alternative 3 – Addition of approximately 862,000 sf for a total of 1.6 million sf; four height limit overlays MIO-65, MIO-105, MIO-145, and MIO-175

The UWMC-Northwest has selected Alternative 3 as its Master Plan.

# IV. ANALYSIS – MAJOR INSTITUTIONAL MASTER PLAN

## IV.A. PURPOSE AND INTENT

This section addresses the Purpose and Intent of Seattle's land use regulations for Major Institutions pursuant to SMC 23.69.002. Each criterion is shown in **bold** and analysis follows each criterion, and relies upon all sources of information developed as part of the referenced code requirements, which includes the Master Plan and Final EIS.

**A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;**

The University of Washington Medical Center – Northwest is approximately 33-acres with a total building area of 738,000 SF including hospital, offices, clinics and related uses. The campus is bound by N 120th Street to the north, Burke Avenue N and Meridian Avenue N residences to the east, N 115th Street to the south, and the Bikur Cholim Cemetery and Stendall Place residential loop to the west. The application does not include any expansion of the boundaries of the exiting campus. The application proposes higher

MIO heights within the existing campus boundaries. UWMC - Northwest is proposing a maximum build-out of approximately 1.6 million square feet within the existing boundary to meet anticipated growth.

UWMC - Northwest's stated needs are described on pages 3 of the Master Plan and include: "The UWMC – Northwest service area spans King and Snohomish Counties, which are home to approximately 3.2 million residents. This area is experiencing rapid population growth and is projected to increase by 28% over the next twenty years, exceeding 4 million people. Within the next seven years alone, the UWMC – Northwest service region anticipates 22% growth in the 65+ age group. The demand for healthcare is growing with the region's projected population increase and the need for chronic disease management. In addition, UWMC – Northwest will need to expand primary, preventative and select specialty healthcare to continue to serve the growing community.

Inpatient hospital care within the service area is estimated to double over the next twenty years. From 2023 to 2043, inpatient volumes are anticipated to grown by 103% and outpatient clinical care is estimated to grow by 45%, from almost 6 million to 8 million patient visits annually. UWMC – Northwest needs significant space to help meet this demand – both in the hospital and in the outpatient medical buildings."

To achieve the growth that they say is needed, UWMC - Northwest has proposed higher MIO Overlay heights in lieu of campus expansion or street vacations. In response to the Development Advisory Committee's (DAC) comments, the Master Plan proposes Alternative 3, which concentrates development into the center of the 33 acre campus.

The Master Plan includes increased heights to accommodate an increase in development capacity for the campus while maintaining the existing MIO boundaries. The increased development capacity achieved through the additional heights will accommodate UWMC- Northwest's stated growth and service needs while minimizing adverse impacts through the concentration of increased height toward the center and south side of campus, building setbacks near residential edges, and design guidelines to minimize impacts on the adjacent neighborhood. This criterion has been met.

**B. Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods;**

The UWMC – Northwest campus currently has approximately 738,000 SF in 10 buildings. The original hospital dates back to 1960. UWMC – Northwest campus has stated on page 11-15 of their Master Plan that there are five drivers of its need for growth:

- Regional population growth: By 2050, the Puget Sound Regional Council has projected that the region will grow by more than 1.5 million people. Local demographics directly correlate to the increased demand for healthcare services and expansion of existing healthcare facilities. UWMC anticipates this demographic trend will continue and has adequately planned to accommodate these healthcare demands as part of the growth projections and long-term plan.

- Localized population growth and aging population changes specifically in the UWMC – Northwest service area: The UWMC – Northwest service area spans King and Snohomish Counties which is home for approximately 3.2 million residents. This area is experiencing rapid population growth and is projected to increase by 28% over the next 20 years, exceeding 4 million people.

In addition to growth, the population projections also identify significant gains in our aging population. Within the next seven years alone, the UWMC – Northwest service region is anticipating a 22% growth in the 65+ age group. This demographic experiences higher demand for healthcare services with more complex care needs.

- Programmatic needs for an academic medical center and anticipated increased demand for several healthcare services provided at UWMC: Inpatient volumes are anticipated to approximately double on the UWMC – Northwest campus. Outpatient clinical care is estimated to grow approximately by a third in the same time period, from almost 6 million to 8 million patient visits annually. Significant space is needed at UWMC – Northwest to help meet this demand – in the hospital (inpatient beds, diagnostic and treatment services, support space and infrastructure) and in the outpatient medical office buildings.

- Older campus facilities requiring significant investment to maintain: Many of the facilities at UWMC – Northwest are more than 50 years old and require significant investment through renovation or replacement to meet contemporary healthcare practices, meet current codes, best practices and improve energy efficiency. The UWMC – Northwest campus needs to grow and modernize the care environment to increase capacity, continue to provide the highest level of healthcare for the community and support teaching needs at this location.

- Existing low density medical center development creates long distances for operational efficiencies and sprawled program distribution across the campus: The older, northern half of the campus is dominated by 1-story buildings that spread out healthcare functions and increase staff travel distances between care areas. Modern medical centers are designed to closely locate all diagnosis and treatment areas so that staff proximity and patient care areas are quickly accessed, either on the same floor or on adjoining levels. The single-story, low density, sprawling medical center development on the northern half of campus has made modern medical center expansion problematic on campus. UWMC – Northwest recognizes that in order to meet future demands in the region, an increase in development density will be required to respond to the projected population growth and corresponding increase in healthcare demands.

The public benefits provided by UWMC – Northwest are summarized in UWMC-Northwest MIMP Purpose and Intent SMC 23.69.002 response uploaded January 11, 2024.

- Patient Care: UWMC-Northwest is a full-service medical center providing emergency care and a variety of inpatient and outpatient healthcare services. Today it serves approximately 6 million outpatients and 9 thousand inpatients each year. UWMC-Northwest plays a critical, regional role in providing the full spectrum of community-based care, particularly in the areas of cancer care, behavioral health, cardiology, spine, orthopedics, general surgery, obstetrics, emergency services, and health professional teaching and training programs.
- Direct Community Benefit: The UW Medical Center provided more than $40 million in charity care in 2021.
- Reversing Negative Health Trends: UWMC-Northwest is continuously working to reverse negative health trends in the local population such as cancer, cholesterol, hypertension, obesity, diabetes, and mental health. UWMC-Northwest is addressing these trends by offering education, outreach, and health screenings.
- Community Education: UWMC-Northwest hosts and provides support groups, health education and training. Educational workshops include Living with Cancer Support Group, Women's Cancer

Support Group, CPR Training, Better Breathers Club, Young Adult Stroke Survivors Support Group. Access to additional workshops include, but are not limited to, the topics of weight loss management, nutrition clinics, childbirth and parenting, diabetes, heart health, mental health, muscular dystrophy, spinal cord injury, and balance and mobility.

- Community Volunteering, Sponsorships and Donations: UWMC- Northwest supports approximately 75 public community events and organizations through volunteering, sponsorship, and promoting donations. Just a few of the events include: UW Medicine Seattle Marathon, Heart and Stroke Walk, Walk to end Alzheimer's, Head for the Cure 5k, Seafood Fest, Night of Hope, Roots of Recovery, Northwest Optimism Walk, and Key to Hope.
- Campus Outdoor Access: The UWMC-Northwest campus is open for outdoor community access, walking along the sidewalks that wind through the campus as well as seating in two plazas, each with a water feature. The campus offers a variety of trees and pedestrian-scale landscaping to observe throughout the year over the change of seasons.

The Master Plan describes future Planned and Potential development all to be located within the existing MIO boundaries. The MIO is within the Northgate Urban Center under the Seattle Comprehensive Plan which supports growth and higher building heights with emphasis on urban character. The Master Plan is consistent with this plan and describes future Planned and Potential development all to be located within the existing MIO boundaries. The FEIS analyzed impacts of the Master Plan under the Proposed Action (Alternative 3) in comparison to the No Action Alternative and Alternatives 1 and 2, and identified adverse impacts associated with the increased development capacity and the impact associated with increased height, bulk and scale and associated traffic. The FEIS includes mitigation for short-term and long-term adverse impacts from planned and potential growth outlined in the Master Plan. (See Section VI of this report for analysis of the environmental impacts and mitigation.) In addition, the Master Plan identifies a development program that includes building setbacks, modulation requirements, open space, Development Standards, Design Guidelines, and a Transportation Management Plan, which mitigate impacts of the increased development capacity.

Growth and change represented by the Master Plan will affect the nearby neighborhoods. The Plan represents more vehicle trips on existing roadways, more active use of the more densely developed campus, and potential of more substantial buildings (greater height, bulk and scale) in areas currently occupied by lower scaled structures and surface parking areas. In the FEIS, UWMC-Northwest recognizes the potential impacts and mitigation associated with their Master Plan. With implementation of the Master Plan, UWMC-Northwest will have the ability to replace aging infrastructure to meet modern health care require elements; and respond to an increased need for hospital, clinic, specialty care and research facilities due to an increasing aging population.

The proposed changes are balanced with the public benefits and the Master Plan Alternative 3 design and FEIS mitigation work together to protect the livability and vitality of adjacent neighborhoods through height transitions, setbacks, and development standards including landscaping and open space standards. This criterion is met.

**C. Encourage the concentration of Major Institution development on existing campuses, or alternatively, the decentralization of such uses to locations more than two thousand five hundred (2,500) feet from campus boundaries;**

UWMC-Northwest has proposed in its Master Plan to concentrate development within its existing campus boundaries - no boundary expansion is proposed. UWMC-Northwest has identified a need to accommodate 1.6 million gross square feet at this campus.

The UWMC decentralization plans, which the UWMC-Northwest Campus is part of, are described in Section III of the Master Plan (beginning on page 18). As described by UWMC, the Northwest campus supports the Montlake campus, located approximately 5.6 miles away. UWMC-Montlake provides high-end quaternary care which includes cardiology, oncology, obstetrics, transplant and emergency services, serving Washington State. UWMC-Northwest plays a critical role in the full spectrum community-based care regionally, particularly in the areas of obstetrics, emergency services and behavioral health, cancer care, cardiology, neurosciences, spine and surgery. UWMC-Northwest campus must accommodate additional inpatient growth for diverse, but less complex healthcare services in order to free up capacity at UWMC-Montlake. UW Medical Center, a clinically integrated part of UW Medicine, provides the only comprehensive clinical, research and learning health system in the five-state WWAMI (Washington, Wyoming, Alaska, Montana, Idaho) region. Additionally, UW Medicine offers care at more than 300 locations around the Puget Sound region (including but not limited to Harborview, Valley Medical, Airlift NW, primary care clinics, etc.).

As part of the University's Academic Medical Center (AMC), UWMC-Northwest also needs support spaces to accommodate faculty and residents beyond just a community hospital setting. For example, current best practices include break-out rooms for collaboration and discussion near patient care areas so that providers can teach while maintaining patient privacy. Since this campus was originally developed as a community hospital, much of this support space to accommodate academic functions is missing.

The Master Plan concentrates development on the existing campus and is therefore consistent with the purpose and intent of SMC 23.69. UWMC has not identified any future uses within 2,500 square feet of campus as part of the Master Plan. This criterion is met.

**D. Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones;**

The proposed Master Plan and supporting documents meet the purpose and intent of SMC 23.69. This criterion is met.

**E. Discourage the expansion of established major institution boundaries;**

No boundary expansion is proposed. The Master Plan is consistent with the purpose and intent of SMC 23.69. This criterion is met.

**F. Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives;**

The Mayor and City Council appointed members of the Development Advisory Committee (DAC) after outreach to the surrounding business and residential community. Through public notice, public meetings, acceptance of public comment, and a public hearing, UWMC-Northwest, the DAC, the Department of Neighborhoods and SDCI have encouraged significant involvement in the evolution of the Master Plan and scoping and analysis of the Environmental Impact Statement.

UWMC-Northwest submitted its Notice of Intent to SDCI on September 19, 2022, as required by SMC 23.69.032 B. In addition, UWMC-Northwest conducted outreach to stakeholders in the residential and

business community. The following is the list of DAC members, including City and UWMC-Northwest staff as it existed in January 2024:

**Table 1. Development Advisory Committee (DAC) Membership**

| CAC Member | Category |
|---|---|
| Scott Sheehan, Chair | Local business with development experience |
| Andy Mitton, Vice-Chair | General Citywide Representative with Design Experience, landscape architect |
| Kippy Irwin | General Neighbor |
| Shawn MacPherson | General Neighbor with Development Experience, real estate |
| Joan Hanson | Near Neighbor |
| Kevin Jones | Non-management institutional representative |
| Karoline Derse | General Neighbor with Development Experience, architect |
| Susan White | Near Neighbor |
| Keith Slack | Near Neighbor with construction management experience |
| Carol Whitfield | Near Neighbor |
| Ex-Officio Members | |
| Dipti Garg | Department of Neighborhoods |
| Crystal Torres | Department of Construction and Inspections |
| Kelsey Timmer | Department of Transportation |
| Pam Renna | UWMC-Northwest, Associate Administrator |

See Resolution # 32088 (March 1, 2023) approving composition of the DAC. Prior to and during the development of the Director's Report, the DAC held 12 meetings to review and comment on the development of the Master Plan and EIS and developed DAC recommendations through May 2024. Meetings were open to the public and each meeting provided an opportunity for public comment. The public process required by the Land Use Code meets the intent and purpose of SMC 23.69. This criterion is met.

**G. Locate new institutions in areas where such activities are compatible with the surrounding land uses and where the impacts associated with existing and future development can be appropriately mitigated;**

Not applicable; UWMC-Northwest is an existing Major Institution.

**H. Accommodate the changing needs of major institutions, provide flexibility for development and encourage a high quality environment through modifications of use restrictions and parking requirements of the underlying zoning;**

The Master Plan development program and standards are intended to meet UWMC-Northwest's changing needs over the life of the Master Plan. For additional information on development standards and modifications to standards of the underlying zoning, please see discussions under Sections I, J, K, and L below.

**I. Make the need for appropriate transition primary considerations in determining setbacks. Also setbacks may be appropriate to achieve proper scale, building modulation, or view corridors;**

The Master Plan identifies structure setbacks at the campus boundaries on pages 29, 70-71. Compared to the Draft MIMP alternatives, building setbacks have been maintained or increased consistently to 40' on

all campus edges with the exception of setbacks along N. 115th Street where a 20' setback is proposed across the street from the existing cemetery. In response to neighborhood and DAC comments and recommendations, Alternative 3 concentrates building height in the center and toward the south side of campus, stepping heights down toward the north and the adjacent property edges.

Heights are reduced to 65' near campus edges abutting residential neighbors (west, north and east). In addition, MIMP Update alternatives tested a consistent approach to building setbacks along abutting property edges and where the campus meets public right-of-way. In response to neighborhood and DAC comments, Alternative 3 proposes a consistent 40' setback as appropriate for the west, north and east campus' edges and a 20' setback for the campus frontage on N 115$^{th}$ Street (Master Plan pages 34, 76-77). In addition, tree preservation and best management practices are proposed to protect healthy trees across the campus.

Building setbacks, façade articulation, landscape, screening, and open space have been proposed in consideration of the potential height, bulk and scale of future buildings, with uses and permitted heights of property located adjacent to the campus boundaries. This meets the intent and purpose of SMC 23.69. This criterion is met.

**J. Allow an increase to the number of permitted parking spaces only when it is 1) necessary to reduce parking demand on streets in surrounding areas, and 2) compatible with goals to minimize traffic congestion in the area;**

The Master Plan identifies parking quantities on page 80 and 91. Parking requirements for Major Institutions are found in SMC 23.54.016. The campus currently has 1,542 stalls, reflecting a parking supply rate of 2.8 stalls/1,000 gsf. Under the Master Plan, the maximum parking supply on campus is proposed to be 3,300 stalls. This maximum value is based on current observations of the vehicle demand, consideration of future right-sizing of the patient facilities, and a reduction in Single Occupancy Vehicle (SOV) percentages. Under the Master Plan, the effective parking supply rate for the campus is 2.06 stalls/1,000 gsf. While the parking supply on campus is shown to increase, the reduced parking supply rate represents a 30 percent decrease.

The Director's analysis must also consider the extent to which the limit on the number of total parking spaces allowed will minimize the impacts of vehicular circulation, traffic volumes and parking in the area surrounding the MIO District.

This analysis is contained in Section IV.B, beginning on page 29 of this report.

**K. Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives, seek to reduce the number of SOVs used by employees and students at peak time and destined for the campus;**

The Transportation Management Plan (TMP) requirements are discussed in Section VII of the Master Plan (beginning on page 90) and in Chapter 3 of the FEIS. The stated goal for the existing TMP (adopted with the prior Master Plan) was to reduce the percentage of employees of the Major Institution who commute to work by SOV to 65 percent. UWMC-Northwest has not been able to attain this rate of single occupancy

vehicle commutes, and the most recent CTR survey results for Fall 2019 show the current rate to be approximately 75 percent.

UWMC-Northwest's stated goal for the TMP in the Master Plan is to achieve the SOV rate of 50 percent, which is the minimum performance outlined in code (SMC 23.54.016.C). UWMC-Northwest has proposed that the new TMP would maintain all of the primary elements of the existing TMP and include several new committed and potential strategies.

Key elements of the proposed TMP include the following (see Master Plan beginning on page 90):

Transit -

- Provide a 100% subsidy for transit passes for employees hired by the University of Washington.
- Work with partner agencies to improve transit frequency and connections to the Northgate Link Station and future stations to the north of the UWMC - Northwest.
- Guaranteed Ride Home (GRH) will be offered to all employees who use alternative transportation and need a ride in case of emergency, illness, or unexpected schedule changes. If on-campus interest exists, UWMC –Northwest will coordinate with Ride Share Companies and provide up to 5 spaces if their services are provided.
- Maintain clear and safe walk routes between buildings and the on-site transit stop.
- Promotions discussed below in the Marketing and Education TMP element.

Shared-Use Transportation -

- 100% vanpool subsidy for eligible employees with free/subsidized preferential on-campus parking.
- Guaranteed Ride Home (GRH) will be offered to all employees who use alternative transportation and need a ride in case of emergency, illness, or unexpected schedule changes.
- Free/subsidized preferential on-campus parking to all registered carpools with 2 or more people.
- Promotions discussed below in the Marketing and Education TMP element.
- Accommodate scooter share/bike share facilities on-campus as a part of future development. This would include dedicated parking areas where scooters and bikes can be located outside of the pedestrian walking areas.

Parking Management –

- Manage pricing of parking to encourage other modes of transportation for employees.
- Continue to monitor parking demand and review parking supply as part of the incremental development that would occur under this Master Plan.

Bicycle –

- Short-term and long-term bicycle parking is provided throughout the site. Utilization will be reviewed as part of the biennial CTR survey process. The supply will be assessed based on those results and increased as needed.

- Provide additional covered secured bike storage at strategic locations as needed and where feasible, based on the design standards defined in the SDCI Director's Rule 6-2020 & SDOT Director's Rule 1-2020.
- Provide bicycle maintenance areas and tools, such that bikes can be serviced on-site in the long-term secured bike parking areas.
- Accommodate e-bike charging within bike storage areas.
- Lockers/secured area for staff throughout buildings on campus.

Pedestrian –

- Protect and improve upon the pedestrian experience within the UWMC – Northwest site. Make all transportation choices, policies, and improvements supportive of the pedestrian environment and experience.
- Provide an on-campus pedestrian network, including addressing ADA accessibility.
- Provide on-campus pathways, transit stops, and pedestrian amenities for transit services.
- Provide ADA accessible routes throughout the site and during any on-site construction periods.
- Provide for safe pedestrian environments by giving attention to lighting, visibility/safety along walkways, etc.
- Lockers/secured area for staff.

Marketing and Education –

- Focus efforts on new employees, people who are moving homes, and people whose transportation options have changed.
- Provide information to staff regarding biking, walking, carpooling, and telecommuting options.
- Encourage use of non-auto modes or non-SOV travel.
- Appoint Transportation Coordinator (TC) and ensure TC role is permanently staffed.
- TC will participate in Transportation Management Association (TMA) programming, attending at least 1 training per year.
- Produce, distribute at least twice annually, and display permanently up-to-date transportation information in an appropriate and central location.
- Require all tenants to participate in the TMP, for example by making TMP provisions available to all tenants, and including relevant requirements as conditions of tenant leases.
- Conduct periodic surveys of TMP effectiveness, as established by the City at least once every two years.
- Submit regular reports about TMP elements as required by the City at least once every two years, in non-survey years.

To meet the purpose and intent of the SMC 23.69, SDCI concludes, in agreement with SDOT's April 1, 2024 comment letter on the final EIS and MIMP, that UWMC-Northwest's TMP must further clarify the anticipated timeline for meeting SOV goals, breakdown of visitor trips, and connecting the proposed SOV goal reduction to the future expansion of the Link light rail system.

SDCI and SDOT recommend a SOV goal that is below the 50 percent minimum performance established in Seattle Municipal Code. Specifically, as an institution that is additionally subject to the Commute Trip Reduction (CTR) Law, it follows that the SOV goal outlined in the TMP should be responsive to established CTR targets. At this time of this Final MIMP document, the City of Seattle is revisiting the CTR targets as

part of the next CTR Strategic Plan to incorporate long range mode shift goals outlined in the Seattle Transportation Plan and Climate Change Response Framework.

SDCI and SDOT recommend that a phased approach towards improved SOV performance is appropriate given the significant reduction from the existing 65% goal, similar to what has been approved in recent years for other major medical institutions in low density residential contexts (Swedish Cherry Hill and Seattle Children's Hospital). In the case of UWMC-Northwest, connecting the SOV goal reduction to the future expansion of the Link light rail system seems appropriate given the relative proximity to the Northgate Station and infill 130th Station on the 1 Line.

The recommended phase approach for the SOV targets are as follows:

- Upon adoption of the MIMP, achieve the SMC-defined performance minimum of 50%. Additionally, the institution will continue to make substantial progress toward SOV rates consistent with the CTR targets for the Northgate network, adopted by the City of Seattle, including:

    - By 2030, or with the completion of the following transit improvements; whichever is later, the SOV performance goal will be consistent with the CTR targets adopted by the City of Seattle. (Rates are projected to be 28% for the Northgate network.) By this time, the transportation network is anticipated to include Lynnwood Link extension (2024), Line 2 Link to downtown Redmond (2025), 130th Link infill station (2026), Federal Way Link extension (2026), and S3 Stride (2027).

- By 2044, or with the completion of the following transit improvements; whichever is later, the SOV performance goal will be consistent with the CTR targets adopted by the City of Seattle. (SOV rates are projected to be 23% for the Northgate network.) By this time, the transportation network is anticipated to include West Seattle Link extension (2032), Everett Link extension (2037).

***SDCI Recommendation -- These conditions are reiterated in Section VII.***

**MIO Recommendation 1.** SDOT and SDCI recommend that an SOV performance goal of 50%—the minimum standard established in the Seattle Municipal Code (SMC)—be established at the adoption of the MIMP. In its annual MIMP reports, UWMC – Northwest shall provide updated information regarding TMP performance, including the results of its most recent Commute Trip Reduction (CTR) surveys, to comply with the SMC requirement to show substantial progress toward the goals of its transportation management program as approved with a master plan, including the SOV goal.

As additional transit capacity is added to the area through regional planning efforts in the future, SDOT and SDCI recommend that the institution continue to make substantial progress toward the goals of its TMP, including a progressive reduction in their SOV rate, consistent with their obligations established by the City of Seattle's implementation of the Commute Trip Reduction Law (CTR). At the time of MIMP adoption, the CTR targets for the Northgate network are anticipated to be:

- By 2030, 28%. The transportation network is anticipated to include the Lynnwood Link extension (2024), Line 2 Link to downtown Redmond (2025), 130th Link infill station (2026), Federal Way Link extension (2026), and S3 Stride (2027).

- By 2044, 23%. The transportation network is anticipated to include the West Seattle Link extension (2032) and Everett Link extension (2037).

In 2030 and 2038, or after completion of the transportation projects listed above, whichever is later, SDOT and SDCI recommend that UWMC – Northwest work with the City's TMP Coordinator to reassess and modify as appropriate the campus SOV goal to reflect current conditions, city-updated CTR targets for the Northgate area, and consideration of TMP performance.

**L. Through the master plan:**

**1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development;**

The Master Plan establishes development standards governing institutional boundaries, maximum development capacity, setbacks, height, lot coverage, open space and other related development standards. UWMC-Northwest will rely on the guidelines and standards of the Master Plan to plan the long-term functionality of the campus. This criterion is met.

**2) provide the neighborhood advance notice of the development plans of the major institution;**

SDCI published the notice of application April 6, 2023. Following the appointment of the DAC by the City Council, SDCI published and distributed notice of opportunities for comment, in accordance with the Land Use Code. Outreach included large signs located along each property frontage, mailing to property owners within 300' of the project site, and publication in the City's Land Use Information Bulletin. The UWMC also hosted project information online to keep interested neighbors informed on the MIMP and long-term plans for the campus. Over the course of the Master Plan's execution, the process provides for advance notice as individual projects proceed through their respective Master Use Permit reviews. Once the Master Plan has been adopted an Implementation Advisory Committee will be established who will review and comment on development proposals. Notice of Implementation Advisory Committee meetings will be provided to the neighborhood similar to the methods used to provide notice of Development Advisory Committee meetings. These methods include both e-mail notification to those on DON's mailing list (including those who sign-in at the committee meetings) and publication on DON's website at:

https://www.seattle.gov/neighborhoods/public-participation/major-institutions-and-schools/major-institution-advisory-committees/uw-medical-center-%E2%80%93-northwest-campus

This criterion is met.

**3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development;**

As required by the Major Institution code, SDCI, sent notices of the Draft and Final EIS and Master Plan to City departments, including Fire, Transportation, Neighborhoods, Public Utilities, and City Light. SDOT also reviewed the proposed TMP and associated transportation mitigations. Specific elements of the Master Plan have been updated to address capital and programmatic actions and conditions have been recommended to ensure compliance with these actions. This criterion is met.

4) **provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth; and**

The master planning process includes citizen involvement as well as the involvement of agencies with jurisdiction in drafting and commenting on the Master Plan and EIS. This includes disclosure of impacts and evaluation of mitigation, leading to the recommended conditions. This report lists recommended conditions below in Section VII. This criterion is met.

**M. Encourage the preservation, restoration and reuse of designated historic buildings.**

The MIO has no designated City Landmarks within its boundary. The purpose and intent of SMC 23.69 is met.

## IV.B. REPORT AND RECOMMENDATION OF THE DIRECTOR

This section shows in **bold** the requirements of the Director's Report and recommendation on the Master Plan pursuant to SMC 23.69.032.E. Analysis follows each criterion, and relies upon all sources of information developed as part of the referenced code requirement, including both the Master Plan and Final EIS.

**E1. Within five (5) weeks of the publication of the final master plan and EIS, the Director shall prepare a draft report on the application for a master plan as provided in Section 23.76.050, Report of the Director.**

UWMC-Northwest published its notice of availability of the Final EIS and Master Plan on March 1, 2024. SDCI completed a Draft Analysis, Recommendation and Determination and submitted it to the DAC on May 10, 2024.

**E2. In the Director's Report, a determination shall be made whether the planned development and changes of the Major Institution are consistent with the purpose and intent of this chapter, and represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. Consideration shall be given to:**

**a. The reasons for institutional growth and change, the public benefits resulting from the planned new facilities and services, and the way in which the proposed development will serve the public purpose mission of the major institution; and**
**b. The extent to which the growth and change will significantly harm the livability and vitality of the surrounding neighborhood.**

The planned development and changes of the Major Institution, with the Director's recommendations, are consistent with the purpose and intent of Chapter 23.69. Provided that the proposed Master Plan is appropriately mitigated, approval would foster a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. This report summarizes mitigation in the form of recommended conditions to be included in approval of the Master Plan.

The UWMC – Northwest campus currently has approximately 738,000 SF in 10 buildings. The original hospital dates back to 1960. UWMC – Northwest campus has stated on page 11-15 of their Master Plan that there are five drivers of its need for growth:

- Regional population growth: By 2050, the Puget Sound Regional Council has projected that the region will grow by more than 1.5 million people. Local demographics directly correlate to the increased demand for healthcare services and expansion of existing healthcare facilities. UWMC anticipates this demographic trend will continue and has adequately planned to accommodate these healthcare demands as part of the growth projections and long-term plan.

- Localized population growth and aging population changes specifically in the UWMC – Northwest service area: The UWMC – Northwest service area spans King and Snohomish Counties which is home for approximately 3.2 million residents. This area is experiencing rapid population growth and is projected to increase by 28% over the next 20 years, exceeding 4 million people.

  In addition to growth, the population projections also identify significant gains in our aging population. Within the next seven years alone, the UWMC – Northwest service region is anticipating a 22% growth in the 65+ age group. This demographic experiences higher demand for healthcare services with more complex care needs.

- Programmatic needs for an academic medical center and anticipated increased demand for several healthcare services provided at UWMC: Inpatient volumes are anticipated to approximately double on the UWMC – Northwest campus. Outpatient clinical care is estimated to grow approximately by a third in the same time period, from almost 6 million to 8 million patient visits annually. Significant space is needed at UWMC – Northwest to help meet this demand – in the hospital (inpatient beds, diagnostic and treatment services, support space and infrastructure) and in the outpatient medical office buildings.

- Older campus facilities requiring significant investment to maintain: Many of the facilities at UWMC – Northwest are more than 50 years old and require significant investment through renovation or replacement to meet contemporary healthcare practices, meet current codes, best practices and improve energy efficiency. The UWMC – Northwest campus needs to grow and modernize the care environment to increase capacity, continue to provide the highest level of healthcare for the community and support teaching needs at this location.

- Existing low density medical center development creates long distances for operational efficiencies and sprawled program distribution across the campus: The older, northern half of the campus is dominated by 1-story buildings that spread out healthcare functions and increase staff travel distances between care areas. Modern medical centers are designed to closely locate all diagnosis and treatment areas so that staff proximity and patient care areas are quickly accessed, either on the same floor or on adjoining levels. The single-story, low density, sprawling medical center development on the northern half of campus has made modern medical center expansion problematic on campus. UWMC – Northwest recognizes that in order to meet future demands in the region, an increase in development density will be required to respond to the projected population growth and corresponding increase in healthcare demands.

The public benefits provided by UWMC – Northwest are summarized in UWMC-Northwest MIMP Purpose and Intent SMC 23.69.002 response uploaded January 11, 2024.

- Patient Care: UWMC-Northwest is a full-service medical center providing emergency care and a variety of inpatient and outpatient healthcare services. Today it serves approximately 6 million outpatients and 9 thousand inpatients each year. UWMC-Northwest plays a critical, regional role in providing the full spectrum of community-based care, particularly in the areas of cancer care, behavioral health, cardiology, spine, orthopedics, general surgery, obstetrics, emergency services, and health professional teaching and training programs.
- Direct Community Benefit: The UW Medical Center provided more than $40 million in charity care in 2021.
- Reversing Negative Health Trends: UWMC-Northwest is continuously working to reverse negative health trends in the local population such as cancer, cholesterol, hypertension, obesity, diabetes, and mental health. UWMC-Northwest is addressing these trends by offering education, outreach, and health screenings.
- Community Education: UWMC-Northwest hosts and provides support groups, health education and training. Educational workshops include Living with Cancer Support Group, Women's Cancer Support Group, CPR Training, Better Breathers Club, Young Adult Stroke Survivors Support Group. Access to additional workshops include, but are not limited to, the topics of weight loss management, nutrition clinics, childbirth and parenting, diabetes, heart health, mental health, muscular dystrophy, spinal cord injury, and balance and mobility.
- Community Volunteering, Sponsorships and Donations: UWMC- Northwest supports approximately 75 public community events and organizations through volunteering, sponsorship, and promoting donations. Just a few of the events include: UW Medicine Seattle Marathon, Heart and Stroke Walk, Walk to end Alzheimer's, Head for the Cure 5k, Seafood Fest, Night of Hope, Roots of Recovery, Northwest Optimism Walk, and Key to Hope.
- Campus Outdoor Access: The UWMC-Northwest campus is open for outdoor community access, walking along the sidewalks that wind through the campus as well as seating in two plazas, each with a water feature. The campus offers a variety of trees and pedestrian-scale landscaping to observe throughout the year over the change of seasons.

The Master Plan describes future Planned and Potential development all to be located within the existing MIO boundaries. The MIO is within the Northgate Urban Center under the Seattle Comprehensive Plan which supports growth and higher building heights with emphasis on an urban character. The Master Plan is consistent with this plan and describes future Planned and Potential development all to be located within the existing MIO boundaries. The FEIS analyzed impacts of the Master Plan under the Proposed Action (Alternative 3) in comparison to the No Action Alternative and Alternatives 1 and 2, and identified adverse impacts associated with the increased development capacity and the impact associated with increased height, bulk and scale and associated traffic. The FEIS includes mitigation for short-term and long-term adverse impacts from planned and potential growth outlined in the Master Plan. (See SEPA Section VI of this report for analysis of the environmental impacts and mitigation.) In addition, the Master Plan identifies a development program that includes building setbacks, modulation requirements, open space, Development Standards, Design Guidelines, and a Transportation Management Plan, which mitigate impacts of the increased development capacity.

Growth and change represented by the Master Plan will affect the nearby neighborhoods. The Plan represents more vehicle trips on existing roadways, more active use of the more densely developed campus, and potential of more substantial buildings (greater height, bulk and scale) in areas currently occupied by lower scaled structures and surface parking areas. However, these impacts are not anticipated to be significant, particularly when mitigated in accordance with the recommendations in this

Report, the Final MIMP Development standards for setbacks, screening, and landscaping, and avoids expanding the MIO boundary. In the FEIS, UWMC recognizes the potential impacts and mitigation associated with their Master Plan. With implementation of the Master Plan, UWMC-Northwest will have the ability to replace aging infrastructure to meet modern health care require elements; and respond to an increased need for hospital, clinic, specialty care and research facilities due to an increasing aging population.

The proposed changes are balanced with the public benefits and the Master Plan alternative 3 design and FEIS mitigation work together protect the livability and vitality of adjacent neighborhoods. This criterion is met.

**E3. In the Director's Report, an assessment shall be made of the extent to which the Major Institution, with its proposed development and changes, will address the goals and applicable policies under the Human Development Element of the Comprehensive Plan.**

The 2035 Comprehensive Plan updated related polies under the title of Community Well-Being replace the section Human Development, Growth Strategy, Citywide Planning. The following policies and goals specifically pertain to the development and implementation of the Master Plan:

- LU G13: Encourage the benefits that major institutions offer the city and the region, including health care, educational services, and significant employment opportunities, while mitigating the adverse impacts associated with their development and geographic expansion.
- NG-P17: Encourage quality human services for all segments of the population.
- CW G3: Create a healthy environment where community members of all ages, stages of life, and life circumstances are able to aspire to and achieve a healthy life, are well nourished, and have access to affordable health care.
- CW 3.1: Encourage Seattleites to adopt healthy and active lifestyles to improve their general physical and mental health and well-being and to promote healthy aging. Provide information about and promote access to affordable opportunities for people to participate in fitness and recreational activities and to enjoy the outdoors.
- CW 3.3: Collaborate with Public Health—Seattle & King County, private hospitals, and community health clinics to maximize access to health care coverage for preventive care, behavioral health, family planning, and long-term care
- CW 3.4: Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical care, addiction services, and long-term care by collaborating with community organizations and health providers to advocate for quality health care and broader accessibility to services
- CW G4: Support an education system and opportunities for lifelong learning that strengthen literacy and employability for all Seattleites
- CW 4.9: Work with colleges, universities, other institutions of higher learning, and community-based organizations to promote lifelong learning opportunities and encourage the broadest possible access to libraries, community centers, schools, and other existing facilities throughout the city.
- CW 4.10: Work with schools, libraries, and other educational institutions, community-based organizations, businesses, labor unions, and other governments to develop strong educational and training programs that provide pathways to successful employment.

- GS 1.6: Plan for development in urban centers and urban villages in ways that will provide all Seattle households, particularly marginalized populations, with better access to services, transit, and educational and employment opportunities.
- ED G2: Enhance strategic industry clusters that build on Seattle's competitive advantages.
- ED G4: Maintain a highly trained and well-educated local workforce that effectively competes for meaningful and productive employment, earns a living wage, meets the needs of business, and increases opportunities for social mobility.
- ED 2.1: Improve linkages between industry clusters and research institutions, hospitals, educational institutions, and other technology-based businesses.

The UWMC-Northwest meets the intent of the related Comprehensive plan goals and polices in that the proposed Master Plan strengthens and promotes educational opportunities for Seattle residents and students and creates a healthy environment to community members by providing access to affordable healthcare. In addition the public benefits outline Section IV E2 further outline the community benefits provided by the UWMC-Northwest campus. This criterion is met.

**E4. The Director's analysis and recommendation on the proposed master plan's development program component shall consider the following:**

**a) The extent to which the Major Institution proposes to lease space or otherwise locate a use at street level in a commercial zone outside of, but within two thousand, five hundred (2,500) feet of the MIO District boundary that is not similar to a personal and household retail sales and service use, eating and drinking establishment, customer service office, entertainment use or child care center, but is allowed in the zone. To approve such proposal, the Director shall consider the criteria in Section 23.69.035 D3;**

The UWMC-Northwest does not propose to lease space or otherwise locate a use at street level in a commercial zone outside of, but within 2,500 feet of the MIO District boundary as part of this Master Plan. Future leasing is permitted within 2,500 feet of a MIO, if the proposal meets SMC 23.69.022 & .035.D3.

**b) The extent to which proposed development is phased in a manner which minimizes adverse impacts on the surrounding area. When public improvements are anticipated in the vicinity of proposed Major Institution development or expansion, coordination between the Major Institution development schedule and timing of public improvements shall be required;**

According to the University of Washington Master Medical Center - Northwest Plan, the timing of projects are subject to variability due to the uncertainty of funding and the rapid changes in the healthcare environment. Planned and potential development projects will occur over the lifetime of the Master Plan to accommodate the need for replacement, renovation and expansion of the inpatient hospital, the supporting medical clinics, research/ educational facilities and parking.

Specific phasing is not outlined within the Master Plan. The process of prioritizing projects for the capital budget is initiated by UW Medicine and involves several steps beginning with an assessment of needs. Facility needs are identified, evaluated and prioritized by the UW Medicine administration based on resources available and greatest benefit to fulfilling the mission and approved by the UW Medicine Board.

UWMC-Northwest will continue to coordinate with SDOT on the timing of public improvements throughout the development of the Master Plan including completing the gap in bicycle connection

between Northgate Link light rail station and the UWMC-Northwest campus. The scope of the improvements along Meridian Avenue N and the timing of those improvements have been specified in the conditions of approval recommended in Section VII. This improvement is also identified in the Seattle Transportation Plan.

Each Master Use Permit application for major institution projects shall include an updated traffic and transportation analysis. See Master Plan Condition 11 in Section VII.A below.

At the time of project-level permitting, UWMC-Northwest will coordinate with any public agencies constructing improvements in the vicinity of the MIO. Continual coordination with SDOT will ensure that street designs meet current Street Right-of-Way Standards and are timed with other public improvements.

See SEPA Section VI and Recommended Conditions Section VII for related conditioning.

**c) The extent to which historic structures which are designated on any federal, state or local historic or landmark register are proposed to be restored or reused. Any changes to designated Seattle Landmarks shall comply with the requirements of the Landmarks Preservation Ordinance. The Major Institution's Advisory Committee shall review any application to demolish a designated Seattle Landmark and shall submit comments to the Landmarks Preservation Board before any certificate of approval is issued;**

There are no designated City Landmarks within the MIO boundary or adjacent to the MIO boundary. The University of Washington's existing internal design review processes (architectural, environmental review, and Board or Regents) would continue to review and authorize major building projects in terms of siting, scale, and the use of compatible materials relative to historic structures.

The University of Washington would continue to follow the Historic Resources Addendum (HRA) process for all proposed projects that include for any project that makes exterior alterations to a building or landscape more than 25 years of age, or that is adjacent to a building or landscape feature more than 25 years of age (excluding routine maintenance and repair) The HRA is intended to ensure that important elements of the campus, its historic character and value, environmental considerations and landscape context are valued. The review and criteria is further detailed on page 43 of the Final MIMP.

**d) The extent to which the proposed density of Major Institution development will affect vehicular and pedestrian circulation, adequacy of public facilities, capacity of public infrastructure, and amount of open space provided;**

The FEIS addresses the impacts on vehicular and pedestrian circulation, adequacy of public facilities, capacity of public infrastructure, and open space. The impacts of the proposed density of UWMC-Northwest on circulation, public facilities, infrastructure, and open space will be adequately mitigated in the Master Plan and by SEPA mitigation identified in the FEIS. Each element is discussed below.

**Proposed Density**

Floor area ratio (FAR) limits in the underlying LR2 zone do not apply to Major Institutions. However, SMC 23.69.030.E.2 requires Master Plans to identify an overall FAR for the campus. Typical to other Major Institution Master Plans, specific exemptions from gross floor area when used to calculate FAR are

requested in the Master Plan on page 68. The Master Plan identifies the following spaces to be exempt from the calculation of gross floor area:

1. Floor area within parking structures;
2. Penthouses and rooftop equipment enclosures;
3. Interstitial mechanical floors; or for buildings without interstitial floors, up to three percent of floor area within structures dedicated to building mechanical equipment; and
4. Utility plant(s) or features.

The UWMC-Northwest campus Master plan proposes to supersede SMC Major Institutions Code 23.69.030.E.2, with the overall increase from 738,000 SF to a maximum of 1.6 million SF within the existing campus boundaries. Increased density on campus will affect vehicular and pedestrian circulation, adequacy of public facilities, capacity of public infrastructure and amount of open space provided. See discussion below.

**Vehicular and Pedestrian Circulation**

Circulation issues are primarily discussed in the Master Plan on page 74-75 (Development Standards - Parking and Vehicular Circulation, Pedestrian Circulation) and on pages 36-38 (Development Program - existing and future circulation). Circulation is discussed in the FEIS, specifically in the Transportation Section 3.6.

***Pedestrian and Bicycle***

Pedestrian circulation occurs on two levels; internal within the campus and external around the UWMC-Northwest campus. Being an urban campus, the street grid sidewalk system defines how the campus relates to the surrounding community. The Master Plan's intent is to maintain and enhance this system with all future projects in the MIO district. Pedestrian access to the site occurs from N 115th Street and 120th street and includes a proposed new sidewalk and curb on N 120th Street between Burke Ave N and Meridian Ave N, providing a pedestrian connection between the north side of campus and northern bus stops on Meridian Ave N. Bike circulation occurs within the street right-of-way on N 115th Street, N 120th St, Meridian Ave N, and on Aurora Ave N. There are no dedicated bicycle lanes within the campus boundary. The Master Plan states that the campus will continue to provide pedestrian and bicycle access from N 120th Street through a pedestrian gate and N 115th Street from the various sidewalks and/or the loop drive.

To further improve connection to transit for employees and visitors the following items are recommended:

Install protected bike lanes on Meridian Ave N between N Northgate Way and N 115th St, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. This improvement is also identified in the Seattle Transportation Plan. These improvements would be triggered when the first patient occupiable area and/or administrative office area project is approved by the City. The central utility plant and parking increases will not trigger the protected bike lane improvements. UWMC-Northwest will provide design and construction.

- Install no right turn on red signage at the intersection of Aurora Ave N and N 115th St – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Ave N and N 115th St. This improvement would be triggered when the first patient occupiable area and/or

administrative office area project is approved by the City. The central utility plant and parking increases will not trigger the no right turn on red signage.

Construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. These improvements would be triggered in the future when the medical center development cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gross square footage. resulting in increases in patient volume and increased trip volume (i.e. excludes the central utility plant and parking). The central utility plant and parking increases will not trigger the curb, gutter, and sidewalk improvements.

***Vehicular***

Vehicular access is maintained from N 115th Street. The FEIS proposes signalizing the additional N 115th Street vehicle access point, however, neither SDCI nor SDOT support the signalization of this access point as this mitigation is a result of analyzing the existing SOV rate which is much higher than the SOV in the new TMP. As such, SDCI in agreement with SDOT recommends that the UWMC-Northwest continue to monitor LOS at this location with MIMP project implementation and evaluate mitigation options with SDOT as necessary. The EIS identified the potential for a traffic signal, however lesser mitigation could be identified as appropriate.

The specific alignment of this internal drive will be dependent on the location of the future development on the campus. As new projects are developed, UWMC-Northwest would improve site circulation and internal connectivity, particularly routes to the Emergency Department and to ease patient wayfinding. Safety and convenient proximities to care services are of the utmost importance. The new campus loop road would include accessible sidewalks, plantings, and pedestrian lighting to promote a safe, walkable environment for patients, visitors, and staff. The loop road would be developed in phases, as adjacent projects are constructed. Each phase of development may contribute to the development of the campus drive and would ensure safe, clear campus circulation. The Master Plan update does not propose any street vacations. All drives/roadways within the campus are privately owned. (FEIS 63)

In addition, the Master Plan Alternative 3 has been updated to remove access from N 120th Street in response to the DAC's concerns related to a proposed additional access point from N 120th Street. The existing locked gate for emergency access, short term construction, and deliveries that exceed clearances at the pedestrian bridge on campus will continue to utilize this entry point consistent with the DAC's recommendations.

See SEPA Section VI and Recommended Conditions Section VII for related conditioning.

**Adequacy of Public Facilities**

King County Metro transit operates four routes within the vicinity of the UWMC – Northwest campus including the bus stop located on campus, north of the eastern site access. Outside of the medical center, the nearest bus stops are located approximately 350 feet east of the site entrance at the Meridian Avenue N/N 115th Street and Meridian Avenue N/N 120th Street intersections. Local transit routes with stops within the vicinity of the project site are routes 40, 345, 346, RapidRide E-Line (on Aurora Avenue N).

The service areas, operating hours, and headways are summarized in Table 5 in Appendix B (Final Transportation Discipline Report) of the Final EIS. The headways range from five to 30 minutes during the weekday peak periods. All of the routes serving the campus have remaining capacity to accommodate

additional riders during the weekday peak periods ranging from 8 to 31 percent; Appendix B in the Final EIS provides additional detail.

To improve connectivity to the transit stops located along Meridian Avenue N at N 120th Street, UWMC-Northwest will construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. The section to be constructed is anticipated to generally match what was constructed along the UWMC northern frontage. Final plans and construction of the planned improvements are dependent upon future SDOT approval. These improvements would be triggered when the hospital cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gsf. The central utility plant and parking increases will not trigger the curb, sidewalk, and gutter improvements.

See SEPA Section VI and Recommended Conditions Section VII for related conditioning.

**Capacity of Public Infrastructure**

There are no planned infrastructure improvements at this time. Existing utilities appear to have the capacity needed to provide services to the campus, and no system expansions are contemplated by SPU or SCL at this time. As specific development occurs connections to existing water systems, sewer, and stormwater runoff would be analyzed to determine the requirements to provide service to each project. Significant impacts to water, sewer, and stormwater are not anticipated. The adequacy of utilities will be reevaluated as part of the SEPA review and permitting process for each individual project.

**Open Space**

The UWMC-Northwest proposes to improve the quality of open space with future development as described in the Master Plan sections on Landscape and Open Space pages 32-35 and pages 71-72. The UWMC-Northwest proposes a minimum open space for the campus of 20% and open space on building structures to be limited to 10% of campus open space. To be counted toward the open space requirement, the area must measure at least 50 square feet. Development standards for open space supersede underlying zoning.

Several different types of landscaped areas apply to the UWMC – Northwest campus:

A. Public Rights of Way: Public rights of way are limited to N. 115th Street, N. 120th Street, and Burke Avenue N, all on the edges of the campus. The campus' side of these streetscapes shall include planted areas, sidewalks and curbs with gutters, as shown in Figures 6.4-6.7 of the Master Plan. No sidewalk is required on Burke Ave N. No public rights-of-way dissect the campus.

B. East and West Campus Edges: Where the property abuts residential parcels, campus landscaped areas will be maintained to help create a landscape buffer for neighbors. Planting materials will incorporate trees and shrubs to help obscure campus activities and provide privacy. Where new internal drives are developed within building setback areas adjacent to residentially built parcels, a 20 feet wide landscape planted area will be provided. (This is not applicable in the following areas: existing drives or surface parking areas, where adjacent to rights-of-way, and in areas where the setback is 20 feet.)

C. Internal Campus Open Spaces: A variety of outdoor open spaces shall be distributed throughout the campus to offer restorative opportunities for health and recovery by providing staff, patients, and visitors a place to enjoy nature. The campus landscape may be directly enjoyed outside or viewed from interiors, including patient rooms, staff break rooms, or public areas. Open space features may include plazas, rooftop gardens, hardscape and landscape, seating areas, and connected sidewalks.

D. Campus Trees: All new development shall adhere to the existing campus Urban Forest Management Plan (UFMP) including the following standards:

1. Develop and maintain a tree plan and database for all trees on campus.
2. Identify and meet canopy coverage goals or targets.
3. Define removal and replacement metrics or procedures.
4. Identify maintenance and tree protection strategies during construction.

In addition to the identified open space areas described above, as UWMC-Northwest develops designs for future buildings, they will incorporate landscaping into the building setbacks.

In the April 3, 2024 letter DAC expressed concern about the existing trees at the North campus edge not being acknowledged within the final MIMP. Noting this is a large line of trees that, to the north, divides the institution from the neighborhood. The removal of these trees would have a significant impact on the whole neighborhood to the north. The DAC feels strongly about language being included in the MIMP that is preserving the North campus edge trees in both the Landscape & Open Space and Parking and Vehicular Circulation sections. As such, DAC recommends language be added stating, "Where the property abuts the northern right of way, campus landscape areas will be maintained to help create a landscape buffer for the neighbors to the north. This includes the preservation of large mature trees to the greatest extent feasible. Where new internal drives are proposed, consider how existing trees can be preserved as part of the landscape buffer."

Though SDCI does not believe it is feasible to say over the life of the master plan that no tree will be removed from the right-of-way, consideration of preservation of large mature trees to the extent feasible, is appropriate. SDOT regulates trees within the rights-of-way and retains the right to approve or deny the removal of a tree. SDCI has rewritten the condition to encourage the retention of trees within the right-of-way and to allow the removal only with SDOT approval.

| ***SDCI Recommendation – These conditions are reiterated in Section* VII.** |
|---|
| **MIO Recommendation 2**. Revise the landscape and Open space Master Plan section to note "Tree Protection – Retention of existing street and campus trees shall be encouraged along property perimeters. No trees shall be removed from the City right-of-way without approval of SDOT." |

**e) The extent to which the limit on the number of total parking spaces allowed will minimize the impacts of vehicular circulation, traffic volumes and parking in the area surrounding the MIO District.**

The UWMC – Northwest campus currently has 1,542 stalls, reflecting an existing parking supply rate of 2.8 stalls/1,000 gsf. Under the Master Plan, the maximum parking supply on campus is proposed to be 3,300 stalls. This maximum value is based on current observations of the vehicle demand, consideration of future rightsizing of the patient facilities, and a reduction in SOV percentages. The Master Plan proposes

a parking supply rate of 2.06 stalls/1,000 gsf. While the parking supply on campus is shown to increase, the reduced parking supply rate represents a 30 percent decrease with the goal of minimizing impacts to vehicular circulation, traffic volumes and parking in the area surrounding the MIO district.

The proposed 3,300 spaces is within the Land Use Code required parking supply. The analysis in the FEIS supports the amount of parking to be provided to address both parking and transportation impacts.

Changes in transportation travel modes due to changes in transit access, implementation of services that allow improved electronic communication between patients and physicians, and increases in the cost to operate a vehicle may reduce the number of parking stalls needed to serve the increased demand resulting from Master Plan projects. Provision of new parking stalls associated with the development of any proposed or potential projects will be assessed during the project planning, programming and design phases.

In order to reduce the impacts on the surrounding community from spill over parking, the Transportation Management Plan has been modified to include new strategies under the Parking Management, Shared Use Transportation, Marketing and Education, and Implementation and Monitoring Elements of the Plan. SDCI has further conditioned the TMP to have a more aggressive SOV rate.

**E5. The Director's analysis and recommendation on the proposed master plan's development standards component shall be based on the following:**

**a) The extent to which buffers such as topographic features, freeways or large open spaces are present or transitional height limits are proposed to mitigate the difference between the height and scale of existing or proposed Major Institution development and that of the adjoining areas. Transitions may also be achieved through the provision of increased setbacks, articulation of structure facades, limits on structure height or bulk or increased spacing between structures;**

Increased MIO heights and increased development capacity could result in future development with significantly greater height, bulk and scale than the structures located in the surrounding primarily residential neighborhood. A combination of existing street rights-of-way, transitional height limits, and setbacks are proposed to mitigate the difference between the height and scale of proposed development and that of the adjoining areas.

The University of Washington Medical Center Northwest campus is proposing to maintain the existing MIO boundaries but to increase heights within the existing MIO campus (see Figure 2). Four building height limit overlays are proposed under Alternative 3 as follows:

- 65-feet at the north, northwest and eastern edges of campus abutting residential parcels and N 120th Street.
- 105-feet adjacent to N 115th Street and cemetery to the west
- 145-feet (conditioned down from 160') at the north central portion of campus in proximity to residential parcels.
- 175-feet (conditioned down from 200') limited to the central portion of the campus.

The transitional height of 65' adjacent to the residential edges mitigate the difference between the height and scale of existing or proposed Major Institution development and that of the adjoining areas. In addition, setbacks will further mitigate and transition from residential edges to the MIO campus.

Alternative 3 includes wider perimeter building setbacks adjacent to residential areas than under Alternative 2, and more area in the widest perimeter building setback adjacent to residential areas than under Alternative 1, as described below (see Figure 2-7 in Chapter 2 of the Final EIS).

As noted in the Building Setbacks section of the Final MIMP page 70, setbacks from the MIO boundary are required for new buildings located near the campus perimeter. Two setbacks are proposed under Alternative 3 as follows:

- 20-foot setback where campus abuts N 115th Street.
- 40-foot setback where the campus boundary abuts residential properties to the east and west, and to the north where the campus boundary abuts the N 120th Street right-of-way.
- No ground level building setbacks are required between structures internal to campus.

In addition, the Master plan calls out structures permitted within the setback which include but are not limited to covered and uncovered pedestrian walkways, signage, surface parking lots, internal drives, underground structures, infrastructure and service areas, and minor communication utilities.

In their April 3, 2024, letter the DAC expressed concerns related to providing adequate setbacks for the loop drive. Requesting the following statement be added under the Parking and Vehicular Circulation Master Plan, "the loop drive must be located at least 20 feet from property edges to the East and West and at least 20 feet or where there already is an existing road/ lot from the property edges to the North." The Final MIMP includes related language on pages 72-75. SDCI concurs with the need to provide adequate setback along the drive loop, including along the north property edge and recommends a related condition below.

In addition, campus design guidelines outlined in the Master Plan pages 46-49 provide further guidance for height, bulk, and scale mitigation for each future building including:

*General Architectural Guidance*

- Future campus facilities should be designed in a manner that complements existing facilities while enabling the use of modern technologies and materials.
- The landscaped spaces between buildings should be designed in a manner that provides continuity in character and materials while embracing special moments of delight.
- Building siting, massing, scale, and ground floor transparency should be designed with consideration of how they allow for daylight, views, wayfinding, and perception of a safe and welcoming environment on campus and from the surrounding neighborhood.
- Building design and location should accommodate convenient pedestrian circulation and accessibility between facilities with primary building entrances clearly visible from pedestrian and vehicular circulation routes**.**

*Building Character*

- Use building design features and elements that reinforce points of arrival, provide clear wayfinding to and within buildings, and complement existing development in scale and color.

- Reinforce indoor/outdoor space relationships with visual transparency and physical connections to outdoor rooms where possible. Design the ground floor to engage with the activities and character of adjacent streetscapes and pedestrian pathways.
- Consider green roofs or terraces on lower roofs (where visible from upper floors) to enhance the aesthetics and reduce solar glare.

*Façade Articulation*

- Design all building facades and visible roofs considering architectural composition and expression for building as a whole, complementing existing architecture and adjacent campus surroundings.
- Incorporate architectural features, elements and details at the ground floor to respond to the human scale. Avoid large blank walls along public ways and pedestrian pathways by using high levels of transparency and street activating uses at ground floor facades. See page 69 for Development Standards for Blank Walls and Ground Floor Facades.
- Develop façade detailing to address human scale by providing elements that create multiple levels of perception at varying distances from the façade.
- Design façade fenestration and openings or other outward features to minimize viewing from campus buildings directly into adjacent residences. Recommend use of clerestory windows and/or patterned glass near the campus' perimeter, particularly when adjacent residential buildings are less than 30' from the property line.

*Building Material*

- Building materials should complement the existing material palette of campus to create a common visual aesthetic.
- Select materials that age well and express appropriate craftsmanship in detailing and application.
- Use material selections, texture, color and pattern to reinforce the pedestrian scale, especially at ground level and for buildings that fall within pedestrian view range at all locations where possible.
- Materials and façade systems should be easy to operate, maintain and replace.

*Tower Design*

- Towers should be designed for safety, access, light, views, and patient privacy when patient floors face each other if towers are located in proximity to each other.
- Tower spacing should follow requirements listed in Development Standards. Consider increasing tower separation distance or introduce upper level step-backs above the podium level for larger buildings. Refer to page 81 for Tower Separation Development Standards.

The Master Plan proposes to locate the tallest MIO overlay within the center and southcentral portions of the MIO as well as proposing transitional heights, setbacks, and design guidelines to provide mitigation between the proposed Master Plan changes and adjacent residential use. The Master Plan proposes to provide a minimum 20' landscaped setback from east and west property edges if a loop road is proposed

within the building setback with the exception of the property edge adjacent to the existing cemetery. This criterion is met.

SDCI recommends the following conditions:

| ***SDCI Recommendations - These conditions are reiterated in Section* VII.** |
|---|
| **MIO Recommendation 3.** Amend the master plan language to state the loop drive must provide a minimum 20' landscaped setback from east and west property edges, as well as the north property edge, with the exception of the property edge adjacent to the existing cemetery. |

**b) The extent to which any structure is permitted to achieve the height limit of the MIO District. The Director shall evaluate the specified limits on the structure height in relationship to the amount of MIO District area permitted to be covered by structures, the impact of shadows on surrounding properties, the need for transition between the Major Institution and the surrounding area, and the need to protect views;**

The development program laid out in the Master Plan identifies potential building massing with enough specificity that some of their potential impacts can be anticipated. The Master Plan discusses building heights of Alternative 3 on pages 27-31. Appendix D of the Draft FEIS presents a detailed shadow analysis for various times of day and year. New buildings and landscaping would result in an increase in shadows. In general, these shadows would be cast over areas that already receive shadows from existing buildings and mature perimeter trees. The Master Plan discusses building setbacks on page 70. The Master Plan includes a set of design guidelines (46-49) that will help address how building design will mitigate impacts from additional bulk and scale of new construction at specific sites.

There are no designated scenic routes in the vicinity of the UWMC-Northwest campus. SDCI concludes that the proposed MIO height districts of MIO-65', MIO-105, MIO-145' (conditioned down from 160') , and MIO- 175' (conditioned down from 200') as shown on Figure 2 of this report and the proposed setbacks as shown on Figure 3.8 of the Master Plan, fosters an appropriate transition both to the lower neighborhood zones (LR3 and NR2) to the west, north, east, and south.

The campus is located within the Northgate Urban Center, in a neighborhood characterized by lowrise residential surrounding the MIO campus area and commercial uses along Aurora Avenue North. A cemetery is located on the southwest and south of the MIO campus. The proposed transitional heights, setbacks, and design guidelines provide mitigation between the proposed Master Plan changes and adjacent residential use. This criterion is met.

**c) The extent to which setbacks of the Major Institution development at the ground level or upper levels of a structure from the boundary of the MIO District or along public rights-of-way are provided for and the extent to which these setbacks provide a transition between Major Institution development and development in adjoining areas;**

Setbacks are discussed in the Master Plan on pages 29 and 70. UWMC-Northwest is proposing structure setbacks for new development along public rights-of-way and along all boundaries of the MIO campus. The setbacks proposed take into consideration the adjacent uses providing greater setbacks along residential edges.

As noted in the Building Setbacks section of the Final MIMP page 70, setbacks from the MIO boundary are required for new buildings located near the campus perimeter. Two setbacks are proposed under Alternative 3 as follows:

- 20-foot setback where campus abuts N 115th Street.
- 40-foot setback where the campus boundary abuts residential properties to the east and west, and to the north where the campus boundary abuts the N 120th Street right-of-way.
- No ground level building setbacks are required between structures internal to campus.

In addition, campus design guidelines as outline in the Master Plan pages 46-49 further set standards for height, bulk, and scale mitigation for each future building. Setbacks as proposed in the Master Plan establish an appropriate pedestrian scale and transition to surrounding neighborhood. These regulations and standards, along with individual project review will serve to address compatibility among land uses. New structures and or additions will meet setback requirements of the Master Plan. This criterion is met.

**d) The extent to which the allowable lot coverage is consistent with permitted density and allows for adequate setbacks along public rights-of-way or boundaries of the Major Institution Overlay District. Coverage limits should ensure that view corridors through Major Institution development are enhanced and that area for landscaping and open space is adequate to minimize the impact of Major Institution development within the Overlay District and on the surrounding area.**

The Major Institutions Code does not set a limit on allowable lot coverage, but the Master Plan establishes a maximum lot coverage of 48 percent. The Master Plan discusses lot coverage on page 74. The Master Plan proposes a minimum of 20% open space for the campus. Adequate setbacks are provided along public rights-of-way and boundaries of the MIO with greater setback provided along edges adjacent to residential uses. The Master Plan further details landscape edges on page 71-72 as follows:

A. Public Rights of Way: Public rights of way are limited to N. 115th Street, N. 120th Street, and Burke Avenue N, all on the edges of the campus. The campus' side of these streetscapes shall include planted areas, sidewalks and curbs with gutters, as shown in Figures 6.4-6.7 of the Master Plan. No sidewalk is required on Burke Ave N. No public rights-of-way dissect the campus.

B. East and West Campus Edges: Where the property abuts residential parcels, campus landscaped areas will be maintained to help create a landscape buffer for neighbors. Planting materials will incorporate trees and shrubs to help obscure campus activities and provide privacy. Where new internal drives are developed within building setback areas adjacent to residentially built parcels, a 20 feet wide landscape planted area will be provided. (This is not applicable in the following areas: existing drives or surface parking areas, where adjacent to rights-of-way, and in areas where the setback is 20 feet.)

C. Internal Campus Open Spaces: A variety of outdoor open spaces shall be distributed throughout the campus to offer restorative opportunities for health and recovery by providing staff, patients, and visitors a place to enjoy nature. The campus landscape may be directly enjoyed outside or viewed from interiors, including patient rooms, staff break rooms, or public areas. Open space features may include plazas, rooftop gardens, hardscape and landscape, seating areas, and connected sidewalks.

D. Campus Trees: All new development shall adhere to the existing campus Urban Forest Management Plan (UFMP) including the following standards:

1. Develop and maintain a tree plan and database for all trees on campus.
2. Identify and meet canopy coverage goals or targets.
3. Define removal and replacement metrics or procedures.
4. Identify maintenance and tree protection strategies during construction.

The proposed lot coverage limit would work in concert with proposed setbacks, open space, and height limits to provide for improved transitions in height, bulk, and scale to surrounding neighborhoods.

Generally, the plan calls for setbacks that are greater than those required by the underlying zoning. As discussed above a maximum Floor Area Ratio (FAR) is not assigned, however maximum build out of 1.6 million together with lot coverage, regulates the building area in relation to the amount of lot area. Taken together with recommended conditions, the proposed development standards, siting considerations, and the distribution of MIO height limits represent a reasonable strategy for mitigating the impact of UWMC-Northwest development.

At the May 13th DAC meeting, the Committee further clarified concerns relating to maintaining the existing mature tree landscape buffer along the northern property edge. These concerns were reiterated in the DAC's Draft Director's Report response letter provided May 26th letter. DAC further clarified their concerns that N 120th Street and N115th Street property edges were not yet distinguished as different conditions, noting that N 115th Street is a collector arterial while N 120th Street is a residential street.

The Final MIMP Landscape and Open Space section includes language related to the east and west campus edges on pages 72-75. SDCI concurs with the need to provide adequate setback and landscaping buffering along the north campus edge and recommends a related condition below.

| ***SDCI Recommendations - These conditions are reiterated in Section* VII.** |
|---|
| **MIO Recommendation 4.** Amend the master plan Landscape and Open Space section to include a North Campus Edge bullet and language stating a minimum 20' landscaped setback from the north campus edge shall be provided, maintaining existing mature trees as feasible. |

**e) The extent to which landscaping standards have been incorporated for required setbacks, for open space, along public rights-of-way, and for surface parking areas. Landscaping shall meet or exceed the amount of landscaping required by the underlying zoning. Trees shall be required along all public rights-of-way where feasible;**

The Master Plan addresses landscaping on pages 32-35, 53-54, 71-72. The UWMC-Northwest has stated that the priority of the open space and landscaping of the UWMC-Northwest Master Plan is to:

*Identify, develop and maintain a network of accessible open space throughout the campus in support of creating a healing environment. Create welcoming and inviting landscapes that patients, employees and visitors can connect to directly or indirectly. Site buildings with sensitivity to existing mature trees and create open spaces appropriate for adjacent building use and surrounding context.*

Landscaping will be provided in structural setbacks, campus edges, public rights-of-way, and internal campus open spaces. Street trees shall be provided in planting strips in the rights-of-way. The Master Plan proposes a minimum 20% open space with landscaped areas as follows:

A. Public Rights of Way: Public rights of way are limited to N. 115th Street, N. 120th Street, and Burke Avenue N, all on the edges of the campus. The campus' side of these streetscapes shall include planted areas, sidewalks and curbs with gutters, as shown in Figures 6.4-6.7 of the Master Plan. No sidewalk is required on Burke Ave N. No public rights-of-way dissect the campus.

B. East and West Campus Edges: Where the property abuts residential parcels, campus landscaped areas will be maintained to help create a landscape buffer for neighbors. Planting materials will incorporate trees and shrubs to help obscure campus activities and provide privacy. Where new internal drives are developed within building setback areas adjacent to residentially built parcels, a 20 feet wide landscape planted area will be provided. (This is not applicable in the following areas: existing drives or surface parking areas, where adjacent to rights-of-way, and in areas where the setback is 20 feet.)

C. Internal Campus Open Spaces: A variety of outdoor open spaces shall be distributed throughout the campus to offer restorative opportunities for health and recovery by providing staff, patients, and visitors a place to enjoy nature. The campus landscape may be directly enjoyed outside or viewed from interiors, including patient rooms, staff break rooms, or public areas. Open space features may include plazas, rooftop gardens, hardscape and landscape, seating areas, and connected sidewalks.

D. Campus Trees: All new development shall adhere to the existing campus Urban Forest Management Plan (UFMP) including the following standards:

    1. Develop and maintain a tree plan and database for all trees on campus.
    2. Identify and meet canopy coverage goals or targets.
    3. Define removal and replacement metrics or procedures.
    4. Identify maintenance and tree protection strategies during construction.

Landscaping has been provided along all public rights-of-way to benefit the neighborhood pedestrian experience and promote pedestrian security and safety.

In the April 3, 2024 letter DAC expressed concern about the existing trees at the North campus edge not being acknowledged within the final MIMP. Noting this is a large line of trees that, to the north, divides the institution from the neighborhood. The expressed removal of these trees would have a significant impact on the whole neighborhood to the north. The DAC feels strongly about language being included in the MIMP that is preserving the North campus edge trees in both the Landscape & Open Space and Parking and Vehicular Circulation sections. As such, DAC recommends language be added stating, "Where the property abuts the northern right of way, campus landscape areas will be maintained to help create a landscape buffer for the neighbors to the north. This includes the preservation of large mature trees to the greatest extent feasible. Where new internal drives are proposed, consider how existing trees can be preserved as part of the landscape buffer."

Though SDCI does not believe it is feasible to say over the life of the master plan that no tree will be removed from the right-of-way or north campus edge, consideration of preservation of large mature trees to the extent feasible, is appropriate. SDOT regulates trees within the rights-of-way and retains the right to approve or deny the removal of a tree. SDCI has rewritten the condition to encourage the retention of trees within the right-of-way and north campus edge and to allow the removal only with SDOT and SDCI approval as applicable.

See Section VII for related conditions.

**f) The extent to which access to planned parking, loading and service areas is provided from an arterial street;**

The UWMC- Northwest campus is located just east of Aurora Avenue North with direct access to the campus provided from North 115th Street, which, according to Seattle Streets Illustrated, is an Urban Village Collector Arterial. Access to planned parking, loading and services are provided from the proposed internal and private campus loop. As new projects are developed, the UWMC-Northwest would improve site circulation and internal connectivity, particularly routes to the Emergency Department and to east patient wayfinding. The campus loop will be developed in phases with adjacent development.

UWMC-Northwest campus access would continue from driveways from N 115th Street. It is assumed that the existing driveways on N 115th Street would be reconfigured to enhance the entry/exit movement for all modes of travel, including the eventual removal of the existing toll booths (east entry off N 115th Street) and existing gate arm (west entry off N 115th Street). Alternative 3 assumes a third access would be from N 115th Street only. (FEIS page 2-16 to 2-17)

Access to parking and loading will occur via the internal circulation loop. This criterion is met.

**g) The extent to which the provisions for pedestrian circulation maximize connections between public pedestrian rights-of-way within and adjoining the MIO District in a convenient manner. Pedestrian connections between neighborhoods separated by Major Institution development shall be emphasized and enhanced;**

Pedestrian circulation occurs on two levels; internal within the campus and external around the UWMC-Northwest campus. Being an urban campus, the street grid sidewalk system defines how the campus relates to the surrounding community. The Master Plan's intent is to maintain and enhance this system with all future projects in the MIO district. Pedestrian access to the site occurs from N 115th Street and 120th Street and includes a proposed new sidewalk and curb on N 120th Street between Burke Ave N and Meridian Ave N, providing a pedestrian connection between the north side of campus and northern bus stops on Meridian Ave N. Bike circulation occurs within the street right-of-way on N 115th Street, N 120th St, Meridian Ave N, and on Aurora Ave N. There are no dedicated bicycle lanes within the campus boundary. The Master Plan states that the campus will continue to provide pedestrian and bicycle access from N 120th Street through a pedestrian gate and N 115th Street from the various sidewalks and/or the loop drive.

To further improve connection to transit for employees and visitors the following items are recommended:

- Install protected bike lanes on Meridian Ave N between N Northgate Way and N 115th St, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. This improvement is also identified in the Seattle Transportation Plan. These improvements would be triggered when the first patient occupiable area and/or administrative office area project is approved by the City. The central utility plant and parking increases will not trigger the protected bie lane improvements. Install no right turn on red signage at the intersection of Aurora Ave N and N 115th St – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Ave N and N 115th St. This improvement would be triggered when the first patient occupiable area and/or administrative office area project is approved by the City. The central utility plant and parking increases will not trigger the no right turn on red signage.

Construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. These improvements would be triggered in the future when the medical center development cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gross square footage. resulting in increases in patient volume and increased trip volume (i.e. excludes the central utility plant and parking). The central utility plant and parking increases will not trigger the curb, gutter, and sidewalk improvements. Recommended conditions are included in Section VII.

**h) The extent to which designated open space maintains the pattern and character of the area in which the Major Institution is located and is desirable in the location and access for use by patients, students, visitors and staff of the Major Institution;**

The proposed Master Plan will maintain the pattern and character of the area as there is no proposal to expand the boundaries of the campus and the proposed Master Plan will continue to provide landscape buffers along all campus edges. In addition, the proposed Master Plan will improve the overall quality and connectivity of the open space network within the campus by integrating open space, new development, and the pedestrian circulation. Open space is discussed in the Master Plan (pages 35, 71-72). The Master Plan proposes a minimum open space for the campus of 20%. The Master Plan proposes a variety of landscape areas including:

A. Public Rights of Way: Public rights of way are limited to N. 115th Street, N. 120th Street, and Burke Avenue N, all on the edges of the campus. The campus' side of these streetscapes shall include planted areas, sidewalks and curbs with gutters, as shown in Figures 6.4-6.7 of the Master Plan. No sidewalk is required on Burke Ave N. No public rights-of-way dissect the campus.

B. East and West Campus Edges: Where the property abuts residential parcels, campus landscaped areas will be maintained to help create a landscape buffer for neighbors. Planting materials will incorporate trees and shrubs to help obscure campus activities and provide privacy. Where new internal drives are developed within building setback areas adjacent to residentially built parcels, a 20 feet wide landscape planted area will be provided. (This is not applicable in the following areas: existing drives or surface parking areas, where adjacent to rights-of-way, and in areas where the setback is 20 feet.)

C. Internal Campus Open Spaces: A variety of outdoor open spaces shall be distributed throughout the campus to offer restorative opportunities for health and recovery by providing staff, patients, and visitors a place to enjoy nature. The campus landscape may be directly enjoyed outside or

viewed from interiors, including patient rooms, staff break rooms, or public areas. Open space features may include plazas, rooftop gardens, hardscape and landscape, seating areas, and connected sidewalks.

D. Campus Trees: All new development shall adhere to the existing campus Urban Forest Management Plan (UFMP) including the following standards:
   1. Develop and maintain a tree plan and database for all trees on campus.
   2. Identify and meet canopy coverage goals or targets.
   3. Define removal and replacement metrics or procedures.
   4. Identify maintenance and tree protection strategies during construction.

All open space and public amenity improvements will be designed to accommodate the special user needs of the physically frail, medically challenged/handicapped, elderly and less mobile populations. Features will seek to reduce barriers and make the amenities truly accessible and usable to all, including application of ADA requirements, whichever version is current at the time of development. This criterion is met.

**i) The extent to which designated open space, though not required to be physically accessible to the public, is visually accessible to the public;**

The UWMCM- Northwest campus's existing designated open space is primarily located as landscape islands throughout the campus and as open space adjacent to existing structures. The UWMC – Northwest campus has a few open spaces dispersed across the campus which provide outdoor seating and shade. These open spaces are not always connected to each other and hence offer a disconnected pedestrian experience. The campus tree canopy contributes to the greater City of Seattle urban forest with mature trees that provide seasonal interest and ecosystem services, especially along its periphery.

The proposed plan will enhance the open space as each phase is developed with adjacent open space and along the proposed circulation loop. Both of which will be visually and physically accessible to the public.

As described in the Master Plan:

*The campus intends to identify and enhance open spaces throughout campus with the goal of developing a healing and restorative environment for patients, staff and visitors. Open spaces will be integrated throughout the campus to create an accessible and pedestrian-friendly ground floor experience. To preserve and manage the plethora of trees and vegetation across the campus, a detailed Urban Forest Management Plan was recently completed for the campus that documents existing trees and provide standards for preservation and replacement of trees on campus. Street improvements taken upon at N 120th Street, Burke Ave N and N 115th St will enhance the streetscapes with sidewalks, trees, curbs and gutters along campus edges that are adjacent to residential neighborhood. Refer to page 77 for Development Standards on Landscape and page 82 for Development Standards on Public Street Improvements*.

This criterion is met.

**j) The extent to which the proposed development standards provide for the protection of scenic views and/or views of landmark structures. Scenic views and/or views of landmark structures along existing public rights-of-way or those proposed for vacation may be preserved. New view corridors shall be considered where potential enhancement of views through the Major**

**Institution or of scenic amenities may be enhanced. To maintain or provide for view corridors the Director may require, but not be limited to, the alternate spacing or placement of planned structures or grade-level openings in planned structures. The institution shall not be required to reduce the combined gross floor area for the MIO District in order to protect views other than those protected under city laws of general applicability.**

There are no designated scenic routes or views in the vicinity of the UWMC- Northwest campus. As such no impacts to scenic routes or views would occur as a result of the proposed Master Plan. This criterion is met.

**E6. The Director's report shall specify all measures or actions necessary to be taken by the Major Institution to mitigate adverse impacts of Major Institution development that are specified in the proposed master plan.**

Those measures found necessary to mitigate adverse impacts of the Major Institution are listed in Section VII of this report.

**RECOMMENDATION – MAJOR INSTITUTION MASTER PLAN**

The Director recommends **CONDITIONAL APPROVAL** of the proposed Major Institution Master Plan as conditioned in Section VII.

## V. ANALYSIS – REZONE

### V.A. BACKGROUND

The proposed Master Plan includes increasing MIO height limits in several areas of the campus. Existing MIO heights are MIO-37 on the North Campus, MIO-105 on the Central and South Campus, and MIO-50 on the East and South Campus. The underlying zoning for the Master Plan area is LR2.

The Master Plan proposes 4 building height limit overlays within the MIO districts for the campus under Alternative 3 (See Figure 3.5 and Figure 3.7 in the Master Plan for existing and proposed height diagram).

- 65-feet at the north, northwest and eastern edges of campus abutting residential parcels and N 120th Street.
- 105-feet adjacent to N 115th Street and cemetery to the west
- 145-feet (conditioned down from 160') at the north central portion of campus.
- 175-feet (conditioned down from 200') limited to the central portion of the campus.

### V.B. ANALYSIS – GENERAL REZONE CRITERIA

The code sections from SMC 23.34.008 General rezone criteria are highlighted below in bold, with analysis following:

**A. To be approved a rezone shall meet the following standards:**

**1. In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village.**

The UWMC-Northwest campus is in the far northwest edge of the Northgate Urban Center. The proposed rezone will not reduce the zoned capacity for the Northgate Urban Center but rather will

increase zoned capacity by increasing allowable building heights within the existing Master Plan boundary. The proposed rezone is consistent with SMC 23.34.008.A.1 because the increase in zoned capacity does not reduce capacity below the Comprehensive Plan growth target. This criterion is met.

2. **For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.**

The UWMC-Northwest is not located within an urban village boundary of hub urban villages and is not in a residential urban village. This criterion does not apply.

**B. Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.**

The UWMC- Northwest is not proposing to expand its existing boundaries, or to change the underlying zoning of LR-2. The existing MIO boundary is adjacent to NR2 (30' height) along the north and east boundaries with a small portion of the east boundary adjacent to LR2 (M) (40' height). The existing MIO boundary is adjacent to LR3 (M) (50' height) along the west and south boundaries. Existing MIO heights are MIO-37 on the North Campus, MIO-105 on the Central and South Campus, and MIO-50 on the East and South Campus. The underlying zoning for the Master Plan area is LR2. Four building height limit overlays are proposed under Alternative 3 as follows:

- 65-feet at the north, northwest and eastern edges of campus abutting residential parcels and N 120th Street.
- 105-feet adjacent to N 115th Street and cemetery to the west
- 145-feet (conditioned down from 160') at the north central portion of campus.
- 175-feet (conditioned down from 200') limited to the central portion of the campus.

UWMC-Northwest is proposing to increase MIO heights within the existing campus. This rezone does not include any changes to the zone designation; therefore, an analysis of the zone type and locational criteria is not required.

**C. Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.**

The currently proposed Master Plan represents the second Major Institution Master Plan that has been prepared for the UWMC-Northwest' to satisfy requirements of the City's Major Institution Code, as well as to fulfill UWMC-Northwest's need for a comprehensive campus development plan. Ordinance 115914, adopted in November 1991, established the current MIO boundary and height limits of MIO-37, MIO-50, and MIO-105. The underlying zoning has not changed since Ordinance 115914 was adopted. No change to the underlying zoning is requested.

The City approved the Seattle 2035 Comprehensive Plan, which still plans for major institution uses at the UWMC-Northwest site, and rezoned portions of the Northgate area. The rezone allows for increased building heights and building density in the area. Properties adjacent to the west and south were updated to add Mandatory Housing Affordability requirements in April 2019 (Ordinance 125791). Neighboring properties to the north and east were rezoned in June 2022 (Ordinance 126509).

The proposed rezone is consistent with the previous and potential zoning changes as reflected in the City's 2035 Comprehensive Plan. This criterion is met.

**D. Neighborhood Plans.**

**1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.**

The UWMC- Northwest campus is located within the Northgate Urban Center however, not within an Urban Village. The Urban Center, Northgate Area Comprehensive Plan and implementing zoning regulations were first adopted in 1993 by Resolution 28752 and subsequently modified in the Seattle Comprehensive Plan in 2004 (Ordinance 121701). The UWMC-Northwest remains consistent with the Northgate Urban Center neighborhood plans. This criterion is met.

**2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.**

The following goals and policies from the Northgate Area Neighborhood Plan are the most applicable to proposed development of the NWMC-Northwest campus:

***Goals***

*NG-G1: A place where people live, work, shop, play, and go to school—all within walking distance.*

*NG-G2: A thriving, vital, mixed-use center of concentrated development surrounded by healthy neighborhood residential areas transformed from an underutilized, auto-oriented office/retail area.*

***Land Use and Housing Goals***

*NG-G3: The surrounding neighborhood residential areas are buffered from intense development in the core, but have ready access to the goods, services, and employment located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile (the core area is shown on the Northgate map).*

*NG-G4: The most intense and dense development activity is concentrated within the core.*

*NG-P2: Use land use regulation to cause new development to locate close to transit stops and provide good pedestrian and bicycle connections throughout the area so that intra-area vehicular trips and locally generated traffic are reduced.*

*NG-P4: Concentrate employment activity where the infrastructure and transportation system can best accommodate it.*

*NG-P5: Promote a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations.*

*NG-P8.5: Support future potential rezones to higher-intensity designations in the North Core Subarea. In considering such rezones, pay particular attention to the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.*

***Transportation Goals***

*NG-P1: Encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.*

***Transportation Policies***

*NG-P11: Promote pedestrian circulation with an improved street-level environment by striving to create pedestrian connections that are safe, interesting, and pleasant.*

*NG-P12: Manage parking supply, location, and demand to discourage the use of single-occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or high-occupancy vehicle (HOV) usage, or detracting from the creation of an attractive pedestrian environment.*

***Open Space Goals***

*NG-G8: Quality open space exists in sufficient quantity and variety to meet the needs of workers, shoppers, students, and visitors, as well as recreational and natural spaces for the growing residential population.*

***Open Space Policies***

*NG-P15: Promote a system of open spaces and pedestrian connections, to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.*

***Human Services and Community Facilities Policy***

*NG-P17: Encourage quality human services for all segments of the population.*

Redevelopment under the Master Plan would include the replacement of aging facilities to meet the demands of regional growth within the medical community, as well as expand the capacity as a teaching facility. The proposed Master Plan will include improved on-site and perimeter pedestrian circulation as well as enhanced open space, better supporting the goals and policies of the 2035 Comprehensive Plan including creating jobs opportunities, access to health services, supporting a mixture of uses, tying to the existing transit systems, and improving open space and pedestrian networks. In addition, the Master Plan includes a Transportation Management Program intended to reduce single occupancy vehicle trips over time by encouraging the use of transit, bicycling, and walking as a means to access the campus. Proposed development under the Master Plan would also include an increase in the amount of parking provided on campus to accommodate additional patient, visitor, and employee capacity. This criterion is met.

3. **Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.**

The Northgate Area Neighborhood Plan as adopted by the City Council does not include policies expressly adopted for the purpose of guiding future rezones.

4. **If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.**

Not applicable.

**E. Zoning Principles. The following zoning principles shall be considered:**

1. **The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.**

The UWMC-Northwest campus is separated from other uses on the north and south sides by streets. Along the north and south boundaries, UWMC-Northwest is proposing to increase MIO heights from MIO-37' to MIO-65' along the north, northwest, and along the eastern perimeter with a proposed setback of 40'. The tallest MIO heights of MIO 145' (conditioned down from MIO-160') and MIO-175' (conditioned down from MIO-200') are located within the central campus area and transition down to MIO-65' where the campus is adjacent to residential uses. These transitions in height are critical to creating a transition to the surrounding less intensive zones. As such, a related condition is provided below and in SECTION VII.

The Master Plan proposes to maintain MIO-105' along the southwest and south campus edges where the campus abuts or is across the street from the existing cemetery. A setback of 40' proposed along the western edge and a 20' setback proposed across the street from the cemetery.

The proposed Master Plan creates transitional heights, locating the tallest MIO heights within the center of the campus and adjacent to non-residential uses (cemetery). In additional setbacks are established to provide the greatest setback along residential edges. The combination of transitional MIO heights and setbacks creates a successful transition in heights from the campus to surrounding height limits.

| ***SDCI Recommendation -- These conditions are reiterated in Section VII.*** |
|---|
| **Rezone Recommendation 1.** As described in the Master Plan, the MIO-160 height overlay shall be conditioned down to MIO-145' height, and the MIO-200 overlay shall be conditioned down to MIO-175' height, subject to exceptions to height limits set forth in the Master Plan. |

2. **Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:**

   ***a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;***

   Not applicable. No such features exist here.

   ***b. Freeways, expressways, other major traffic arterials, and railroad tracks;***

   North 120th Street and N 115th Street abut the campus along the north and south edges providing an effective separation, especially to the north of the campus where residential uses are located.

Burke Avenue N provides physical separation along the northeastern corner of the campus across from residential.

***c. Distinct change in street layout and block orientation;***

Not applicable.

***d. Open space and greenspaces.***

There are currently landscaped areas and setbacks, as well as street trees that provide separation and transition between different zone intensities. A significant planted buffer along the east boundary screens both pedestrian level and multi-story buildings with thick stands of bushes and mature evergreen trees. A tall fence along the western boundary adjacent to multi-family residential blocks views and provides privacy to neighboring residential uses. Significant planted buffers along both the north and south boundary currently exist. The Behavioral Health Teaching Facility recently added curb, gutter, sidewalks and additional street trees along the north boundary/N 120th Street. The UWMC-Northwest Master Plan proposes landscaping within the proposed setback along the campus perimeter. The proposed landscape and open space along with height transitions and separation provided by street create a transition to surrounding lesser intense zones. This criterion is met.

**3. Zone Boundaries.**

UWMC-Northwest is not proposing to change its existing boundaries.

***a. In establishing boundaries the following elements shall be considered:***

**1) Physical buffers as described in subsection E2 above;**

See above, under E.2.

**2) Platted lot lines.**

The MIO boundary area does not change any platted lot line, but does follow platted lot lines on both the eastern boundary south of Burke Avenue N and on the northwestern boundary adjacent to the existing multifamily residential.

***b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.***

Not applicable.

**4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.**

UWMC-Northwest is located outside of an urban village. However, the proposed rezone is within an Urban Center and within the MIO area identified within the Northgate Neighborhood Plan within the 2035 Comprehensive Plan. The proposed heights are part of a proposed Major Institution Master Plan update, and if approved, would be consistent with the existing built character of the area. This criterion is met.

**F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.**

**1. Factors to be examined include, but are not limited to, the following:**

***a. Housing, particularly low-income housing;***

No direct impacts to housing would occur. Since there are no occupied housing units within the MIO boundary, there would be no direct impacts to housing or displacement of residents.

***b. Public services;***

The proposed rezone would allow the UWMC-Northwest to meet the growing population needs over time in the surrounding area, providing a positive impact. The proposed increases in building area would create greater demand for water, sewer, and stormwater as identified in the FEIS (Utilities section 3.7). As new development occurs, connections to existing systems would occur as well as verification of capacity. The FEIS concluded that significant impacts are not anticipated.

***c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;***

A Draft and Final EIS was prepared that considers potential impacts of the Master Plan (Proposed Action) on the environment. See Section VI for a summary of the short-term and long-term environmental impacts identified in the FEIS. Impacts from construction and operational noise was identified within the FEIS. New buildings and landscaping would result in an increase in shadows. In general, these shadows would be cast over areas that already receive shadows from existing buildings and mature perimeter trees. An increase in the intensity of uses on site will increase glare from new lighting sources and façade materials. Considered in its urban context, the Master Plan's proposed growth is likely to cause minimal impacts to local water resources, terrestrial and aquatic flora and fauna. Conditions in Section VII of this report will mitigate adverse impacts identified in the environmental document.

***d. Pedestrian safety;***

The rezone would allow for greater developable building area and an increase in service capacity, adding to pedestrian volumes. The FEIS includes a proposed Transportation Management Plan

(TMP) which will improve and enhance existing pedestrian circulation throughout the campus. Pedestrian connections will be developed with each phase of development.

The Master Plan provides for non-motorized connections from the buildings on-site to the adjacent rights-of-way. Facilities will be designed to minimize vehicular/pedestrian conflicts and encourage non-vehicle commuting. A number of TMP strategies have been identified; including some that are currently in practice or that the institution is committing to and those that could be utilized if the SOV goals are not being met. Pedestrian safety related strategies that the institution is committed to implementing include (MIMP Page 95):

- Protect and improve upon the pedestrian experience within the UWMC – Northwest site. Make all transportation choices, policies, and improvements supportive of the pedestrian environment and experience.
- Provide an on-campus pedestrian network, including addressing ADA accessibility.
- Provide on-campus pathways, transit stops, and pedestrian amenities for transit services.
- Provide ADA accessible routes throughout the site and during any on-site construction periods.
- Provide for safe pedestrian environments by giving attention to lighting, visibility/safety along walkways, etc.

Conditions in Section VII of the report identify required pedestrian safety improvements at surrounding intersections.

***e. Manufacturing activity;***

Not applicable

***f. Employment activity;***

The aim of the Master Plan is to achieve several goals, including replacing aging infrastructure and providing growth of medical services. Staffing levels could incrementally increase over current levels with each new or replacement development project that is implemented under the Master Plan. The expansion in employment could be anticipated to support secondary employment opportunities at nearby businesses.

***g. Character of areas recognized for architectural or historic value;***

There are no existing buildings on or adjacent to the campus that are currently listed on the National Register of Historic Places or as a City of Seattle Landmark and as such, no direct or indirect impacts to listed historic resources would be anticipated with development under the proposed EIS Alternatives (including Alternative 3) as discussed in section 3.5 of the FEIS.

***h. Shoreline view, public access and recreation.***

Not applicable. The proposed Master Plan and overlay changes would not affect any shoreline.

**2. Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:**

***a. Street access to the area;***

The existing street network provides adequate access to the UWMC-Northwest campus, including access from the arterial street, Aurora Ave North.

***b. Street capacity in the area;***

The Transportation Discipline Report (FEIS Appendix B) evaluates the potential impact on the street capacity in the vicinity of the UWMC-Northwest campus from the development proposed in the Master Plan. Based on expected trip generation from the development, the Transportation Discipline Report predicts the level of service at 12 intersections in the vicinity (see Page 7, Figure 5, Transportation Discipline Report). Increased development capacity associated with the Master Plan will have a significant adverse impact at two study area intersections: Meridian Ave N/N 115th Street and 1st Avenue NE/N 130th Street. Specific mitigation has been identified and conditioned in Section VII of this report.

The Master Plan includes a Transportation Management Program that is intended to encourage commuting to campus by means other than single occupant vehicles (SOV). The UWMC-Northwest is currently not meeting its SOV goal of 65 percent (current SOV 75 percent). The TMP proposes an SOV goal of 50 percent at the time of MIMP adoption, which is the SMC-defined performance minimum. SDOT and SDCI recommend the SOV goal in the TMP be more closely aligned with the SOV targets established for the City of Seattle's implementation of the Commute Trip Reduction Law for the Northgate area, including introducing a phased goal to improve performance over time. This item is conditional in Section VII.

***c. Transit service;***

The number of patients, visitors and staff travelling to and from the UWMC-Northwest campus would be anticipated to increase with implementation of the Master Plan over time. A TMP would be implemented; one strategy identified in the TMP is increasing transit ridership through subsidies, improved access, and the marketing of program benefits. The following actions are among those that would be taken in order to improve transit access and utilization:

- Provide a 100% subsidy for transit passes for employees hired by the University of Washington.
- Work with partner agencies to improve transit frequency and connections to the Northgate Link Station and future stations to the north of the UWMC - Northwest.
- Guaranteed Ride Home (GRH) will be offered to all employees who use alternative transportation and need a ride in case of emergency, illness, or unexpected schedule changes. If on-campus interest exists, UWMC – Northwest will coordinate with Ride Share Companies and provide up to 5 spaces if their services are provided.
- Maintain clear and safe walk routes between buildings and the on-site transit stop.

- Promotions discussed below in the Marketing and Education TMP element**.**
- (potential strategy) Provide a shuttle between the nearby light rail station(s) and the campus for the first/last mile connection.

Transit mitigation is further detailed in Section VII of this report.

***d. Parking capacity;***

SMC 23.54.016B defines minimum parking requirements based on a projection of the number of doctors and staff present at peak periods and the bed counts. SMC 23.54.016B defines the maximum amount of parking as calculated by taking 135% of the minimum amount. However, because of the way UMWC manages its medical staff, the distinction between "staff doctors" and "hospital-based doctors" made in SMC 23.54.0.016 is not rigorous. UWMC does not necessarily assign doctors to a specific hospital; a doctor may work at UWMC – Northwest one day, Harborview the next, and UWMC – Montlake the next. Due to obstacles in providing the exact determination of staffing and bed count, as an alternative approach, the proposed development standards define only a maximum parking supply. This is because access to existing parking information provides a better understanding and representation of the campus's needs. By not defining a minimum parking requirement, it allows the parking supply to reflect reductions in SOV rates and associated impacts on the parking supply to be provided.

Based on the UWMC parking study, the peak parking demand during the day is 1,426 vehicles. This demand translates to a peak demand rate of 2.59 vehicles per 1,000 gsf when considering the existing occupied square footage (549,697 gsf). The UWMC – Northwest campus currently has 1,542 stalls.

Under the no-action conditions, parking stall demand increases to a total of 1,589 vehicles with an additional 26,000 gsf to be built as well as the Behavior Health Training Facility (now called the Center for Behavioral Health and Learning since opening) which added approximately 188,846 gsf under the existing MIMP. Since UWMC will also be using the hospital as a teaching hospital, additional breakout areas are included, adding to the overall sf per patient calculations. In order to "right-size" the existing hospital space, the hospital area would theoretically be expanded by 215,000 gsf without additional patients/staff capacity; thus, the rate would decrease to 1.86 vehicles per 1,000 gsf. With the new MIMP, the net new development will have 835,457 gsf, which leads to a demand of 1,554 vehicles per 1,000 gsf. The total demand of the full build-out MIMP will be 3,143 vehicles. However, an efficiency factor of approximately 10 percent is added into the parking demand, which leads to a maximum of 3,457 parking stalls. This assumes the current SOV percentage of 75 percent. By accounting for a reduction in SOV percentages, the maximum parking supply on campus is proposed to be reduced to 3,300 stalls under the Master Plan.
The Master Plan includes a TMP which includes the existing campus parking supply of 1,542 stalls and predicts future demand. It is not anticipated that the build out of the Master Plan would have a significant adverse impact on parking supply or demand. A comparison of the calculated maximum number of allowed spaces and the number of recommended spaces shows that the recommended supply falls within the code required minimum and maximum limits. The TMP includes parking management strategies like pricing policies that discourage monthly parking. The Master Plan has been conditioned to achieve a reduced SOV goal by the year 2044.

***e. Utility and sewer capacity;***

The UWMC-Northwest campus is adequately served with utilities including sewers. It is not anticipated that either alternative would have a significant effect on utility and sewer capacity or demand. The adequacy of utilities will be reevaluated as part of the SEPA review and permitting process for each individual project.

***f. Shoreline navigation.***

Not applicable.

***G. Changed Circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.***

Many of UWMC-Northwest's existing campus buildings are aging and need to be replaced in order to meet modern health care requirements. For example, larger care teams need more support space, additional and more complex equipment is needed at patient bedsides, patient privacy and disease control require single-patient rooms, and seismic, fire and life safety codes have expanded. Overall, the spaces needed to provide medical services are larger than they were in the past. This, in combination with regional population growth and an aging population, means that the demand for health care services will steadily increase in the coming years. To support the expected growth and to address significant current deficiencies in space, new facilities need to be added to the UWMC-Northwest campus.

The UWMC – Northwest service area spans King and Snohomish Counties, which are home to approximately 3.2 million residents. This area is experiencing rapid population growth and is projected to increase by 28% over the next twenty years, exceeding 4 million people. Within the next seven years alone, the UWMC – Northwest service region anticipates 22% growth in the 65+ age group. The demand for healthcare is growing with the region's projected population increase and the need for chronic disease management. In addition, UWMC – Northwest will need to expand primary, preventative and select specialty healthcare to continue to serve the growing community.

Inpatient hospital care within the service area is estimated to double over the next twenty years. From 2023 to 2043, inpatient volumes are anticipated to grow by 103% and outpatient clinical care is estimated to grow by 45%, from almost 6 million to 8 million patient visits annually. UWMC – Northwest needs significant space to help meet this demand – both in the hospital and in the outpatient medical buildings.

In addition, several of the existing campus facilities are more than 50 years old and require major investment through renovation or replacement to meet modern healthcare practices. Aging infrastructure should be replaced to meet current codes and best practices, and to improve energy efficiency. The UWMC – Northwest campus needs to grow and modernize the care environment to increase capacity and support teaching needs at this location. Phased development will replace and grow existing functions in new facilities before some of the older buildings can be demolished. Implementation of the MIMP is anticipated to occur in multiple projects through at least the next twenty years.

***H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.***

UWMC-Northwest is located within a Major Institution Overlay (MIO) District. UWMC-Northwest has not requested a change in boundaries, however it has requested a change in heights. The City is considering the proposed MIO height district changes identified in the Master Plan. See analysis under Section V below.

***I. Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter* 25.09*), the effect of the rezone on the critical area shall be considered.***

No critical areas have been identified. Any development in a steep slope or potential slide area would be subject to the City's critical area regulations (SMC 25.09).

## V.C. ANALYSIS – MIO CRITERIA

The Land Use Code addresses criteria specific to designation of MIO districts or changes in allowed heights per SMC 23.34.124. This reports states the criteria in **bold**, with analyses below.

**A. Public Purpose. The applicant shall submit a statement which documents the reasons the rezone is being requested, including a discussion of the public benefits resulting from the proposed expansion, the way in which the proposed expansion will serve the public purpose mission of the major institution, and the extent to which the proposed expansion may affect the livability of the surrounding neighborhood. Review and comment on the statement shall be requested from the appropriate Advisory Committee as well as relevant state and local regulatory and advisory groups.**

The UWMC-Northwest addresses the reasons for seeking the change in MIO height districts, and also addresses other required factors listed above. This discussion is found in the following locations in the Master Plan:

- Executive Summary, Development Program page 3
- Introduction, UW Medical Centers page 8, Mission, Vision, & Goals page 9-10, Campus Needs & MIMP Goals page 11-16
- Development Program page 18, 20

The UWMC-Northwest discussed the proposed future development of the campus including inpatient (hospital) and outpatient clinic buildings to replace and grow existing healthcare capacity on-site. In addition, support uses such as administrative offices, daycare (for staff families), central utility plant(s), and parking structures are anticipated. The proposed Master Plan supports the mission, vision, and goals of UWMC-Northwest to:

1. Accommodate Future Growth. Accommodate future clinical care growth requirements while maintaining a positive campus experience for patients, visitors, staff, and the community.
2. Align Vision with Strategic Plan. Align the UWMC – Northwest campus vision with the larger UW Medicine Strategic Plan.
3. Phased Growth for Future Needs. Replace aging facilities, phase necessary campus expansion, and consider the energy efficiency and utility needs for future development.

4. Flexibility to Adapt with Changing Needs. Create flexibility to support the dynamic, ever-changing healthcare market that allows project sequencing based on need and funding strategies.
5. Community Engagement. Through clear and transparent communication, ensure the community understands the project vision.

The proposed height changes were presented to the Development Advisory Committee (DAC) as part of the Master Plan presentations and discussions. The DAC delivered comments on these proposed changes as part of their comments on the preliminary Draft Master Plan and the preliminary Draft EIS. Public notices of the availability of the Draft Master Plan and the Draft EIS were issued and comments from agencies, organizations, and members of the public were considered as part of the decision-making process on the Master Plan. The DAC reviewed and provided comments on the Draft Director's report in a letter dated May 26, 2024. Comments have been addressed and incorporated into this final Director's report.

**B. Boundaries Criteria**

**1. Establishment or modification of boundaries shall take account of the holding capacity of the existing campus and the potential for new development with or without a boundary expansion.**

UWMC-Northwest has not proposed a modification or expansion to their existing boundaries.

**2. Boundaries for an MIO district shall correspond with the main, contiguous major institution campus. Properties separated by only a street, alley or other public right-of-way shall be considered contiguous.**

The existing boundaries correspond to the main, contiguous major institution campus. No modification is requested.

**3. Boundaries shall provide for contiguous areas which are as compact as possible within the constraints of existing development and property ownership.**

The existing boundaries correspond to the main, contiguous major institution campus. No modification is requested.

**4. Appropriate provisions of this Chapter for the underlying zoning and the surrounding areas shall be considered in the determination of boundaries.**

UWMC-Northwest has not requested a modification to the existing boundaries.

**5. Preferred locations for boundaries shall be streets, alleys or other public rights-of-way. Configuration of platted lot lines, size of parcels, block orientation and street layout shall also be considered.**

UWMC-Northwest has not requested a modification to the existing boundaries. Existing boundaries are along streets and platted lot lines.

6. **Selection of boundaries should emphasize physical features that create natural edges such as topographic changes, shorelines, freeways, arterials, changes in street layout and block orientation, and large public facilities, land areas or open spaces, or green spaces.**

   UWMC-Northwest has not requested a modification to the existing boundaries. There are no significant other physical features applicable here.

7. **New or expanded boundaries shall not be permitted where they would result in the demolition of structures with residential uses or change of use of those structures to non-residential major institution uses unless comparable replacement is proposed to maintain the housing stock of the city.**

   UWMC-Northwest has not requested a modification or expansion of the existing boundaries.

8. **Expansion of boundaries generally shall not be justified by the need for development of professional office uses.**

   UWMC-Northwest has not requested an expansion of the existing boundaries.

**C. Height Criteria.**

1. **Increases to height limits may be considered where it is desirable to limit MIO district boundary by expansion.**

UWMC-Northwest has not requested an expansion of the existing boundaries. Increases to height limits are proposed to allow for greater building capacity within the existing MIO boundary.

2. **Height limits at the district boundary shall be compatible with those in adjacent areas.**

The UWMC- Northwest is not proposing to expand its existing boundaries, or to change the underlying zoning of LR-2(M). The existing MIO boundary is adjacent to NR2 (30’ height) along the north and east boundaries with a small portion of the east boundary adjacent to LR2 (M) (40’ height). The existing MIO boundary is adjacent to LR3 (M) (50’ height) along the west and south boundaries.

Existing MIO heights along the campus boundaries are MIO-37 along the north, northwest and northeast boundary; MIO-105’ along the southwest and south boundaries, and MIO-50’ along the east and southeast boundary.

The proposed Master Plan maintains MIO height of MIO-105’ along the southwest and south boundaries adjacent to or across the street from the existing cemetery. Increases to height are proposed along the northwest and north boundaries from MIO-37’ to MIO-65’ with an increase in setback along the west boundary adjacent to residential, and a reduced setback from 120’ to 40’ where the campus boundary is adjacent to a N 120$^{th}$ street along the north boundary. Along the east boundary the MIO height is increased from MIO-50 to MIO-65 with a maintained setback of 40’ for the majority of this boundary. The Master Plan proposed to reduce setbacks from 120’ to 40’ along the northeast corner where the campus boundary is adjacent to Burke Ave N and create a consistent 40’ setback along the remainder of the east boundary.

Proposed height limits and setbacks are compatible with adjacent boundaries, where proposed heights are reduced along residential edges and setbacks are increased.

**3. Transitional height limits shall be provided wherever feasible when the maximum permitted height within the overlay district is significantly higher than permitted in areas adjoining the major institution campus.**

The tallest MIO heights of MIO 145' (conditioned down from MIO-160') and MIO-175' (conditioned down from MIO-200') are located within the central campus area and transition down to MIO-65' where the campus is adjacent to residential uses.

The Master Plan proposes to maintain MIO-105' along the southwest and south campus edges where the campus abuts or is across the street from the existing cemetery. A setback of 40' proposed along all edges with the exception of a proposed setback of 20' across the street from the cemetery.

The proposed Master Plan creates transitional heights, locating the tallest MIO heights within the center of the campus and adjacent to non-residential uses (cemetery). In additional setbacks are established to provide the greatest setback along residential edges. The combination of transitional MIO heights and setbacks creates a successful transition in where the MIO overlay district is significantly higher than permitted in areas adjoining the major institution campus. This criterion is met.

**4. Height limits should generally not be lower than existing development to avoid creating non-conforming structures.**

Proposed height limits are not lower than existing development.

**5. Obstruction of public scenic or landmark views to, from or across a major institution campus should be avoided where possible.**

There are no designated scenic routes or views in the vicinity of the UWMC- Northwest campus. As such no impacts to scenic routes or views would occur as a result of the proposed Master Plan. This criterion is met.

**D. In addition to the general rezone criteria contained in Section 23.34.008, the comments of the Major Institution Master Plan Advisory Committee for the major institution requesting the rezone shall also be considered.**

Consistent with the provisions of Section 23.69.032 of the City's Land Use Code, UWMC-Northwest has established a Development Advisory Committee (DAC) for purposes of the Master Plan consideration. The DAC heard presentations regarding the Draft Master Plan including that of the proposed increased heights associated with the Proposed Action. The DAC discussed issues that arose as part of the Master Plan and associated EIS processes, and the DAC has provided comments to UWMC-Northwest and the City concerning each of these issues.

**RECOMMENDATIONS - REZONE**

The Director recommends **CONDITIONAL APPROVAL** of the proposed modifications to MIO height designations as shown on Figure 2 of this report, and include MIO-65, MIO-105, MIO-145 (conditioned

down from 160'), and MIO-175' (conditioned down from 200') subject to conditions outlined in Section VII.

## VI. ANALYSIS – SEPA

### VI.A. INTRODUCTION

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act ("SEPA"), Chapters 43.21C RCW and 197-11 WAC, as well as the Seattle SEPA ordinance at Chapter 25.05 SMC. It was determined that the non-project action has a potential to result in significant adverse impacts to the following areas of the environment:

- Air Quality and Greenhouse Gas Emissions
- Environmental Health – Noise, Hazardous Materials
- Land Use and Relationship to Plans/Policies/Regulations
- Aesthetics (Height, Bulk and Scale, and Light, Glare and Shadows)
- Historic Resources
- Transportation, Circulation and Parking
- Construction-Related Impacts

A scoping meeting pursuant to SMC 25.05.410 was held March 2023, in conjunction with the scoping process. The Draft Environmental Impact Statement was published on September 5, 2023. Public notice of the availability of this document, along with the Notice of Public Hearing was published concurrently. In addition, a Notice of Availability of the Draft Major Institution Master Plan was published concurrently. The comment period ended on October 5, 2023. During the public comment period on the DEIS, the public and affected agencies submitted over 50 comment letters, e-mails or postcards. On September 21, 2023, a public hearing was held on the project, as required under SMC 25.05.502. A Final EIS, which includes additional information on the project as well as responses to the comments, was published on March 1, 2024.

An environmental impact statement is used by agency decision makers to analyze environmental impacts, along with other relevant considerations or documents, in making final decisions on a proposal. The SEPA Ordinance contemplates that the general welfare, social, and other requirements and essential considerations of state policy will be taken into account in weighing and balancing project alternatives and in making final decisions. The FEIS and supplemental documents provide a basis upon which the responsible agency and officials can make the balancing judgment mandated by SEPA, because it provides information on the environmental costs and impacts. However, additional environmental review may be required at the time of seeking permits for any planned or potential project disclosed in the Master Plan, as well as any of the proposed skybridge and tunnel term permits. Such authority is provided in SMC 25.05.055 and 25.05.600.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient

mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

The future development has not been designed and the March 2024 Final EIS is a non-project EIS for which there is normally less detailed information available. Individual future projects will require project-specific environmental review at the time of the Master Use Permit (MUP) application pursuant to SMC 25.05.

## VI.B. SHORT - TERM IMPACTS

Adoption of the Master Plan does not itself authorize construction; therefore short-term environmental impacts resulting from the adoption of the Master Plan are not expected to be significant. The FEIS does evaluate potential short-term impacts resulting from future construction identified in the Development Program section of the Master Plan, including air, noise, environmental health, and traffic. The analysis concludes that no significant adverse short-term impacts are expected with future development. However, as discussed below, the FEIS did propose limited mitigation for some short-term impacts.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Grading Code and Stormwater Code regulate site excavation for foundation purposes and require that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian rights-of-way. Puget Sound Air Pollution Control Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; noise from demolition and construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

### *AIR QUALITY & GREENHOUSE GASES*

Typical air pollution sources in the UWMC-Northwest campus area include vehicular traffic on numerous roadways, retail/commercial facilities, and medical/office facilities, and possibly residential wood-burning devices. While many types of pollutant sources are present, the single largest contributor to most criteria pollutant emissions in urban settings such as this is on-road mobile sources (i.e., carbon monoxide - CO).

Development of approximately 862,000 sq. ft. of net new building space on the campus under Alternative 3 would result in 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.

Construction activities will generate air pollutants as a result of fugitive dust from demolition activities associated with the buildings and the surface parking areas, earthwork, and emissions from construction vehicles. The primary types of pollutants during construction would be particulates and hydrocarbons. Gasoline or diesel-powered machinery used for demolition, excavation, and construction emit carbon monoxide and hydrocarbons. Trucks transporting excavated earth and/or construction materials would emit carbon monoxide and hydrocarbons along truck haul routes used by construction vehicles. Such emissions, however, would be temporary in nature and localized to the immediate vicinity of the construction activity. By taking steps such as minimizing on-site diesel engine idling, construction-related diesel emissions would not likely substantially affect air quality on the project site or in the site vicinity.

Demolition of existing structures could require the removal and disposal of building materials that could possibly contain asbestos and lead-based paint. Demolition contractors would therefore be required to comply with EPA and PSCAA regulations related to the safe removal and disposal of any asbestos-containing materials.

Although some construction phases may cause odors, particularly during paving operations using tar and asphalt, any odors related to construction would be short-term. Construction contractor(s) would have 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.

Several adopted City codes and/or ordinances provide mitigation for identified impacts. Specifically these are: Puget Sound Clean Air Agency (PSCAA), Stormwater Code; Drainage Code; Street Use Ordinance; and Building Code. Compliance with these applicable codes and ordinances will eliminate or reduce short-term impacts to the environment to the extent that they will be sufficient without conditioning pursuant to SEPA policies. While some construction-related air quality impacts would be unavoidable, due to the temporary and intermittent nature of construction impacts, no significant adverse impacts are anticipated.

With implementation of the controls required for the various aspects of construction activities and consistent use of best management practices (BMPs) to minimize emissions, along with the Air Quality mitigation measures listed in Section 1.6 of the Final EIS, construction activities under Alternative 3 would not be expected to significantly affect air quality. No additional mitigation measures are required.

***NOISE***

Noise from demolition and construction activities for new or expanded facilities have the potential to impact nearby receivers, particularly sensitive uses such as residences and health care facilities on the UWMC-Northwest campus. For daytime construction activities, the Seattle Noise Ordinance allows temporary construction noise levels to exceed the noise limits applied to long-term operations by set amounts. This allows for noisier construction activities to occur while still controlling the potential for noise impacts to nearby receivers. During nighttime hours (which in residential receiving zones in the city are defined as between 10 PM and 7 AM on weekdays and between 10 PM and 9 AM on weekends and legal holidays), however, allowed increases are not applied to construction activities, and the stricter nighttime noise limits (e.g., 45 dBA for sources in residential zones affecting receivers in residential zones) would apply. Because it is difficult for construction activities to meet these stricter nighttime noise limits, construction activities are generally limited to daytime hours unless granted a noise variance from the City.

These impacts would temporarily affect adjacent uses in the campus vicinity, particularly where individual construction sites are in proximity to the campus edges and adjacent to residential uses to the west, north and east (N 120th St would provide some additional separation between individual construction projects an residential uses to the north). Construction activities associated with individual projects could also affect visitors to cemeteries to the west and south of campus (N 115th St would provide some additional separation between individual construction projects and cemetery use to the south). In addition, construction associated with individual projects under the *2024 MIMP Update* could also affect existing health care uses on campus that are sensitive to construction-related noise, depending on the location of the individual project. To minimize the potential for construction activities to interfere with residential, health care, cemetery and other on and adjacent to the UWMC-Northwest campus, measures such as limiting the use of higher noise equipment, ensuring properly sized/maintained mufflers and other silencers, and limiting the hours of construction would be implemented (FEIS chapter 1 and 3.8).

In order to ensure mitigation of noise impacts, a Construction Management Plan including construction noise management plans would need to be developed and implemented prior to construction activities on site.

***SDCI Recommendations -- These conditions are reiterated in Section VII.***

- At the time of building permit application for each building proposed within the UWMC-Northwest MIO, provide a Construction Management Plan that has been approved by SDOT and focused on the current proposal. The submittal information and review process for Construction Management Plans are described on the SDOT website page Construction Use in the Right of Way

- Construction activities would comply with the City of Seattle Noise Ordinance (SMC25.08.425) which allows for temporary increases in the maximum permissible sound levels based on equipment type.

- The UWMC-Northwest also has additional conditions/considerations that project specific contractors meet the following noise control criteria:

**a)** 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.

**b)** 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 and areas within 100 feet of the campus boundary. Construction traffic should be routed through nearest campus exit.

**c)** Air compressors are to be equipped with silencing packages.

**d)** Jack hammers and roto hammers may be used where no other alternative is available; core drilling and saw cutting equipment is preferred.

**e)** Specific scheduling of construction-related noise activities is required at the UWMC-Northwest Hospital.

***TRANSPORTATION***

The construction impacts associated with the proposed UWMC-Northwest Master Plan on the transportation system elements; including the street system, campus access and circulation, pedestrian and bicycle transportation, transit service/facilities, traffic volumes, traffic operations, traffic safety and parking; are described below.

**Street System:** Construction impacts related to the street system would depend on the location of the construction within the UWMC-Northwest campus. The streets that would be most impacted would include N 120th street and N 115th street along the campus frontages. A Construction Management Plan (CMP) would mitigate these impacts. The plan could include scheduling street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system.

**Campus Access and Circulation:** Construction impacts related to campus access and circulation would depend on the location of the construction within the UWMC-Northwest campus. Impacts could include the need to reroute traffic and close parking access and/or lots/garages. A CMP could be developed to mitigate impacts. Protocol could be included in the plan related to safe campus access and circulation adjacent to the construction site through the detours, signs, and providing information ahead of time to patients and employees on potential parking access or facility changes.

**Pedestrian and Bicycle Transportation:** Construction impacts may result in intermittent sidewalk and bicycle facility closures and re-routing along N 120th street and N 115th street depending on the specific location of construction within the campus. A Construction Management Plan (CMP) could be developed to mitigate impacts. Protocol could be included in the plan related to safe pedestrian and bicycle circulation adjacent to the construction site through the use of temporary facilities, detours, and signs.

**Transit/Shuttle Services:** Construction impacts could result in some increase in ridership as a result of construction workers traveling to and from the site. Based on the review of transit capacity, presented in the Final EIS, there would be capacity at the campus to accommodate additional demand related to construction workers. In addition, construction-related activities could impact nearby transit routes and stops as well as pedestrian accessibility to these facilities. A CMP could be prepared and impacts to transit could be coordinated with the transit agency in advance and appropriate relocation and signage provided.

**Traffic Volumes:** Construction of the Build Alternatives would result in an increase in traffic volumes due to construction workers traveling to and from the site, delivery of material, and truck hauling.

**Traffic Operations:** As described for traffic volumes, construction impacts related to traffic operations would occur as a result of increased traffic levels. To minimize impacts to operations, a CMP would be developed and could include scheduling the most intensive construction activities such that they are spread out over time, and prohibiting material deliveries from leaving or entering the area during AM and PM peak hours when feasible.

Potential haul routes during construction are anticipated to be between UWMC-Northwest and I-5 or I-90 depending on where materials will be delivered to or from. Possible routes could be via Aurora Ave N, N 120th street, and N 115th Street. Internal circulation routes for pedestrians and bicyclists as well as external connections to the City facilities will be provided during any construction activity. No major staging or closure of the City ROW is anticipated in the current development plants. Specific haul routes would be defined as part of the CMP.

**Traffic Safety:** Construction would temporarily increase vehicular traffic within the study area, which could result in increased conflicts between vehicular, pedestrian, and bicycle traffic. It is anticipated that safety impacts related to construction would be less than build-out of the Master Plan because construction traffic levels would be lower than levels at full operation. A CMP will be required to ensure traffic safety throughout construction.

**Parking:** Parking impacts due to construction would include temporarily increased parking needs related to workers, as well as parking facility closures or access changes with the construction. As discussed in the campus access and circulation construction impacts discussion, construction-related closures and changes to onsite parking could be minimized by providing the information ahead of time to patients and employees as well as through detours and signs. Construction worker parking would be accommodated onsite and secured in nearby parking lots and the use of alternative modes would be encouraged. In addition, construction activities could result in the need to close on-street parking adjacent to the site. These closures would be coordinated with SDOT and appropriate notices and signs would be provided. A CMP will be required to further mitigate potential parking impacts during construction.

***SDCI Recommendation -- These conditions are reiterated in Section VII.***

- At the time of building permit application for each building proposed within the UWMC-Northwest MIO, provide a Construction Management Plan that has been approved by SDOT and focused on the current proposal. The submittal information and review process for Construction Management Plans are described on the SDOT website page Construction Use in the Right of Way**.**

## VI.C. LONG-TERM/CUMULATIVE IMPACTS

Long-term or use-related impacts are anticipated as a result of operation of campus facilities under the approval of the Master Plan including: increased noise from operation, height, bulk and scale impacts; demolition of buildings older than 25 years or older; increased light and glare; increased shadows on public spaces; potential impact to a city landmark; increased traffic in the area and increased demand for parking; impacts to pedestrian and bicycle circulation; impacts to local streets from truck loading facilities; and increased demand for public services and utilities. The analysis concludes that significant adverse impacts are limited to two intersections within the study area which are forecasted to have increases in delay considered significant based on city criteria. However, as discussed below, the FEIS did propose mitigation for long-term impacts of the MIMP which are adverse but not significant.

Several adopted City codes, ordinances, and regulations provide mitigation for some of the identified impacts. Specifically these are: the Land Use Code; Noise Ordinance; Landmarks Preservation Ordinance; and Street Use Manual. Under the SEPA Overview Policy at SMC 25.05.665, compliance with these codes and ordinances where applicable is adequate to achieve sufficient mitigation of most long-term impacts that are not considered significant.

The FEIS examines potential impacts of nine elements of the environment, including:

- Air Quality and Greenhouse Gas Emissions
- Noise
- Land Use and Relationship to Plans/Policies/Regulations

- Aesthetics, Light, Glare and Shadows
- Environmental Health
- Historic Resources
- Transportation, Circulation, and Parking
- Utilities
- Trees

***AIR QUALITY & GREENHOUSE GAS EMISSIONS***

Campus development would increase the consumption of electricity, fossil fuel, and natural gas on the campus which could contribute to cumulative air quality impacts. However, it is anticipated that new buildings under the *2024 MIMP Update* would be designed to be more energy efficient than existing buildings of similar size on campus. The proposed *2024 MIMP Update* includes sustainability design guidelines to create a more sustainable campus environment and is further outlined in FEIS section 1.6. These goals would, in part, guide future campus development and would indirectly relate to the overall air quality and GHG environment.

In addition, development of the campus would occur in compliance with applicable local, State, and Federal regulations, including EPA, Puget Sound Clean Air Agency, and City of Seattle regulations. As well as consistent with the University of Washington Environmental Health and
Safety Department guidelines.

Therefore, no significant adverse air quality impacts are anticipated and no mitigation measures are proposed.

***NOISE***

The FEIS (Section 1.6) evaluates the long-term noise impacts of the proposed alternatives. The UWMC-Northwest campus currently experiences background noise levels typical of a semi-urban residential setting. Noise on and around the campus is driven by automobile traffic on the nearby surface roads, aircraft overflights, pedestrian activity and other typical urban activities. It is expected that, as new buildings are developed onsite, noise levels due to heating, ventilation, and air conditioning (HVAC) systems would remain approximately constant or be reduced due to the advent of new, quieter system technologies. An analysis of each new building's HVAC system will be performed to confirm compliance with the City Noise Ordinance. These analyses will be submitted as part of future building permit applications and reviewed by SDCI's Noise Abatement section to ensure compliance with the Noise Ordinance.

Noise levels from increased development at the UWMC-Northwest campus would increase due to increased traffic volumes, noise from new parking locations, noise from building mechanical systems, noise from loading docks, noise from solid waste and recycling collection or compaction equipment, noise from emergency vehicles, and noise from maintenance activities. All construction and operational noise activities must meet the City of Seattle Noise Objective Standards.

Noise from HVAC systems would be subject to the Noise Ordinance, and compliance with these limits would be considered during design and permitting. Operational noise from loading dock and refuse handing facilities would be subject to the Noise Ordinance, so the potential for noise generating activities

to comply with daytime and nighttime limits would need to be considered during siting and design. While noise from emergency vehicle sirens is exempt from the Noise Ordinance, such noise could nonetheless cause relatively high, but short-term sound levels at noise sensitive uses near the emergency department access routes.

Medical facilities are required to have emergency generators for backup in the event of a power failure. Generators are usually tested for a short period about once a month and noise related to such testing is subject to the Seattle noise limits. During actual emergency use of such generators, the noise limits do not apply.

Outdoor maintenance activities including lawn mowing, landscaping/gardening, and leaf blowing would be subject to the Noise Ordinance. Any such effects would be temporary and are unlikely to rise to the level of a significant impact. Sound emissions from maintenance activities include noise from leaf blowers, power washers, and other mechanical equipment. While newer equipment can produce lower sound levels, if equipment is not properly maintained or used in early morning or evening hours when ambient noise levels are lower, noise could be heard by neighboring residents. These noises are regulated and are limited to occurring between 7:00 AM and 7:00 PM on weekdays, and between 9:00 AM and 7:00 PM on weekends and holidays.

The adoption of the Master Plan is not anticipated to produce significant noise impacts. Impacts of specific development projects will be analyzed at time of permit application and subject to applicable regulations In addition, specific development projects under the proposed *2024 MIMP Update* that are located in areas that are proximate to noise-sensitive uses could 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.

***LAND USE***

Land use impacts are discussed in Section 3.1 of the FEIS. Implementation of the Proposed Action would result in the intensification of institutional uses on-campus as a result of new building development, more intensive use of existing buildings, and the modification of existing parking areas. The pattern and types of land uses on campus would not change significantly; however, building density, intensity, and existing building heights would change as a result of the Master Plan. Land use changes under the Master Plan would occur incrementally over time—full implementation of the Master Plan will involve new construction of approximately 1.5 million square feet over approximately a 20-year time period.

The proposed uses would be consistent with the existing UWMC-Northwest campus. The proposed *2024 MIMP Update* anticipates several buildings would remain in their current configuration, with on-going maintenance. Potential development sites for building projects could be located anywhere on the campus, subject to proposed perimeter building setbacks. One or more of the existing buildings may be demolished, including B/C/E-Wings, Medical Arts Building, Childcare Building, and/or the Medical Office Building. Once functions can be relocated (on or off-campus), demolition of these buildings could remove up to301,000 GSF from the campus.

Planned construction of new patient care buildings would increase the number of parking stalls required on campus. On the UWMC-Northwest campus, new construction would also remove existing stalls given that the majority of the available land to build is currently in use as surface parking lots. Additional parking may be built as an expansion of the existing parking structure and/or a standalone parking structure(s). A

standalone facility may include support uses (clinics, administrative offices or childcare, for example) in front, or as part of, the parking structure. New parking garages would expand electric vehicle charging stations at UWMC-Northwest. [Note: parking structures and basement levels are excluded from area calculations and MIMP limits]. To support the 1.6 million gross sq. ft. of healthcare and support functions at UWMC-Northwest, total parking supply is anticipated to grow from 1,633 stalls to approximately 3,300 stalls in a combination of surface lots and structured parking. Structures with parking garages will be evaluated at time of individual permit for environmental impacts per SMC 25.05.

The proposed 2024 MIMP Update includes a Central Utility Plant (CUP) intended to consolidate and separate the critical infrastructure that supports the Medical Center into a standalone enclosed facility. Because the proposed CUP would be enclosed and would utilize the latest best management technology, it is anticipated that the levels of operational noise and air emissions would be controlled in a more efficient manner than under current conditions. The proposed CUP is anticipated to include the following equipment: emergency generators, heat pumps, electrical switchgear, cooling towers, chillers, boilers, medical air and vacuum tanks, and an oxygen tank. The proposed location of the CUP will be evaluated at time of permit submittal.

SDCI recommends locating the CUP facility a minimum 50' from the nearest residential building and that noise studies be provided at time of permit review.

Construction activities would be phased to ensure that existing hospital/medical uses that are temporarily displaced can be relocated to existing or new onsite facilities prior to redevelopment. The MIO District would continue to recognize UWMC-Northwest functions under the new Master Plan, and the existing land use would not change. The institutional development standards proposed would apply which would allow more intensive development than what would be allowed pursuant to the underlying LR2 zoning.

Implementation of the proposed design guidance and development standards in the proposed *2024 MIMP* Update would minimize potential land use impacts. These standards include, but are not limited to: building setbacks, visual screening with landscaping at campus edges adjacent to residential land uses, and implementation of the University of Washington (UW) Design and Environmental Review Process, including review by the UW Architectural Commission and SEPA Advisory Committee.

UWMC-Northwest is proposing a significant increase in height, bulk and scale over the size of existing development, and the impacts of those increases must be mitigated. Those impacts are discussed in Section 3.4 Aesthetics/Light, Glare and Shadows in the Final EIS. See discussion below under "Aesthetics" for mitigation to height, bulk and scale.

***SDCI Recommendation -- These conditions are reiterated in Section VII.***

. Locate the CUP facility a minimum 50' from the nearest residential property line and provide noise studies at time of permit review.

***LAND USE – RELATIONSHIP TO PLANS/POLICIES/REGULATIONS***

As discussed above in the Rezone criteria the currently proposed Master Plan represents the second Major Institution Master Plan that has been prepared for the UWMC-Northwest' to satisfy requirements of the City's Major Institution Code, as well as to fulfill UWMC-Northwest's need for a comprehensive campus development plan.

The Rezone criteria above addressed the relationship of the Master Plan to several adopted land use plans, policies, and regulations including:

- City of Seattle Comprehensive Plan;
- Central Area Neighborhood Plan;
- City of Seattle Land Use Code;

The discussion in the Rezone criteria concludes that the Master Plan is generally consistent with the planning goals of the various plans, policies, and regulations.

The Master Plan will guide redevelopment of the UWMC-Northwest campus over the long term. This plan, and campus-specific development standards, along with individual project review by the City and the UW Architectural Commission and SEPA Advisory Committee, will serve as mitigation to preclude potential significant land use impacts from future redevelopment and ensure compatibility among site uses and uses in the vicinity. No further conditioning under SEPA for these impacts is warranted in excess of those proposed under the Master Plan and re-zone analyses, Section IV and V earlier in this report.

***AESTHETICS***

Aesthetics, including bulk and scale impacts, are discussed in Section 3.4 of the FEIS. To illustrate the potential impacts, the FEIS and Master Plan includes architectural renderings and section drawings showing potential building envelopes. SDCI generally considers mitigation of bulk and scale impacts under SMC 25.06.675.G when the proposed development site is significantly larger than the prevalent development pattern in an area and/or when adverse impacts may occur with transition in height, bulk and scale between development in adjacent zones.

The visual appearance of UWMC-Northwest would be altered with implementation of the Master Plan by the proposed buildings becoming taller, denser, and in some cases, wider than the existing development and what would be permitted in the underlying zone.

Development under the Master Plan would have greater bulk than surrounding development due to larger development sites and modification of the underlying development standards for the UWMC-Northwest campus is separated from other uses on the north and south sides by streets. Along the north and south boundaries, UWMC-Northwest is proposing to increase MIO heights from MIO-37' to MIO-65' along the north, northwest, and along the eastern perimeter with a proposed setback of 40'. The tallest MIO heights of MIO 145' (conditioned down from MIO-160') and MIO-175' (conditioned down from MIO-200') are located within the central campus area and transition down to MIO-65' where the campus is adjacent to residential uses. The Master Plan proposes to maintain MIO-105' along the southwest and south campus edges where the campus abuts or is across the street from the existing cemetery. A setback of 40' proposed along the western edge and a 20' setback proposed across the street from the cemetery.

The proposed Master Plan creates transitional heights, locating the tallest MIO heights within the center of the campus and adjacent to non-residential uses (cemetery). In addition, setbacks are established to provide the greatest setback along residential edges. The combination of transitional MIO heights and setbacks creates a successful transition in heights from the campus to surrounding height limits.

In addition, as described in the FEIS Potential future development projects would be consistent with the development guidelines and development standards identified in the *2024 MIMP Update*, including:

- Provide visual screening to reasonably obscure a view from adjacent properties to campus utility equipment, support service areas, and/or surface parking operations. Screening shall be implemented through the use of vegetation, trees, fences, walls, and other materials. Screening will be maintained.

- Where the property abuts residential parcels, campus landscaped areas will be maintained to help create a landscape buffer for neighbors. Planting materials will incorporate trees and shrubs to help obscure campus activities and provide privacy.

- The University of Washington's design review process (architectural and landscape review, and environmental review) would review all building projects and consider aesthetic/views as part of individual projects.

The Master Plan established land use, heights, setbacks, and design guidelines provide adequate transition and mitigation increase heights and densities. No further mitigation is warranted.

***LIGHT/GLARE***

The FEIS addresses light and glare in section 3.4. UWMC-Northwest has fixed sources of light, including buildings with interior and exterior lighting, reflective surfaces such as windows, as well as mobile sources such as vehicles entering and exiting parking facilities. UWMC-Northwest's light and glare sources are generally typical of commercial stationary sources of lighting.

New sources of light and glare would be generated from vehicles traveling through and adjacent to campus, light from new buildings and parking areas, and sunlight reflecting off new building surfaces. All development under the Draft *2024 MIMP Update* would comply with the University's design review process, which includes consideration of measures to reduce light and glare. The University's design review process is anticipated to address light and glare, no significant impacts are anticipated. No further mitigation is warranted.

***SHADOWS***

The Draft FEIS includes a complete shadow analysis in Appendix D. The analysis was based on preliminary estimates of building footprints and heights, each of which will likely change as project-level planning proceeds in the next 20 years. The analysis shows that some shadow impacts would result from development in accordance with the Master Plan. Shadows impacts, however, are only protected by SEPA policies for publicly owned parks, public schoolyards and private schools which allow public use of schoolyards during non-school hours and publicly owned street ends in shoreline areas. There are no applicable public spaces within the vicinity of UWMC-Northwest campus.

Potential future development under the *MIMP Update* would result in an increase in shadows on campus associated with new buildings and associated campus landscaping. However, in general these shadows would be cast over areas that already receive shadows from existing buildings and mature trees. The FEIS mitigation states that all potential development projects would comply with the University's design review process and design standards (i.e., architectural review and review and environmental review) which would include a review of building orientation, building height, and associated potential shadows.

With the implementation of the mitigation measures identified above, no significant unavoidable adverse impacts would be anticipated.

***HISTORIC RESOURCES***

The FEIS analyzes the historic resources within and surrounding the UWMC-Northwest MIO boundaries in Section 3.5. There are no buildings on or adjacent to the site that are listed on the National Register of Historic Places or designated as a City of Seattle Landmark and no direct or indirect impacts to listed historic resources would be anticipated. The FEIS includes mitigation for historic and cultural resources as follows:

- The University of Washington's existing internal design review processes (architectural, environmental review, and Board or Regents) would continue to review and authorize major building projects in terms of siting, scale, and the use of compatible materials relative to historic structures.
- The University of Washington 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 ensure that important elements of the campus, its historic character and value, environmental considerations and landscape context are valued.
- In the event that archaeological deposits are inadvertently discovered during construction of a development project, ground-disturbing activities would be halted immediately, and the University of Washington shall be notified. The University would then contact DAHP and the interested Coast Salish Native Americans, as appropriate, and as described in the recommended inadvertent discovery plan.

- Any human remains that are discovered during construction at a potential development site would be treated with dignity and respect. DAHP procedures would be followed.

No further mitigation under SEPA for view impacts to historic buildings is required.

***TRANSPORTATION AND CIRCULATION***

An integral part of the evaluation of the environmental impacts of this project included an assessment of the traffic and transportation impacts of the project (Section 3.6 of FEIS and Transportation Discipline Report).

**Trip Generation.** The UWMC-Northwest campus with the 2030 interim buildout is forecast to generate 1,388 trips occurring during the weekday AM peak hour and 1,152 trips during the weekday PM peak hour. This represents an increase of 633 trips during the weekday AM peak hour and 539 trips during the weekday PM peak hour relative to the No Action condition.

With the full buildout of the MIMP by 2040, a campus total of up to 1,600,000 gsf, the campus is forecast to generate 1,417 trips occurring during the weekday AM peak hour and 1,176 trips during the weekday PM peak hour. This represents an increase of 662 trips during the weekday AM peak hour and 563 trips during the weekday PM peak hour relative to the No Action condition.

**Traffic Operations:** The Transportation Discipline Report (FEIS Appendix B) evaluates the potential impact on the street capacity in the vicinity of the UWMC-Northwest campus from the development proposed in the Master Plan.

Based on expected trip generation from the development, the Transportation Discipline Report predicts the level of service at 12 intersections in the vicinity (see Page 7, Figure 5, Transportation Discipline Report). Increased development capacity associated with the Master Plan will have a significant adverse impact on two intersections: Meridian Ave N/N 115th Street and 1st Avenue NE/N 130th Street.

The Meridian Avenue N/N 115th Street all-way stop controlled intersection is forecast to degrade from operating at LOS D and E during the AM and PM peak hour No Action 2030 and 2040 conditions, to operate at LOS F during the AM and PM peak hour Alternative 3 2030 and 2040 conditions. This increase in delay at the all-way stop controlled intersection is identified as a significant impact which will require mitigation. The TDR reviews multiple mitigation options at this location including signalization. However, the analysis in the EIS, which the LOS for N 115th St and Meridian Ave N is based on, uses UWMC-Northwest's existing SOV rate, which is much higher than the SOV rate in the new TMP. Ideally, with successful TMP programming, SOV traffic to and from campus will be lower than assumed in the EIS and thus LOS mitigation for N 115th St and Meridian Ave N will not be necessary. SDOT recommends that the UWMC-Northwest continue to monitor LOS at this intersection with MIMP project implementation and coordinate an appropriate mitigation option with SDOT when LOS is anticipated to reach level F . The EIS identified the potential for a traffic signal, however lesser mitigation could be identified as appropriate, including but not limited to a roundabout.

Additionally, the LOS at the 1st Avenue NE/N 130th Street intersection is forecast to degrade from operating at LOS D under future (2040) No Action weekday PM peak hour conditions to LOS E with Alternative 3, with an increase in delay of approximately 7 seconds. This exceeds the typical threshold of 5 seconds for identifying significant impacts. The reduced operations are associated with the proposed channelization revision along the N 130th Street corridor as part of the Vision Zero safety corridor project which prioritizes the implementation of non-motorized facilities including installing bicycle lanes along both sides of the road. This is accomplished by reducing N 130th Street from 4 vehicular lanes to a three-lane road (two through-lanes with a center two-way left turn lane) west of 1st Avenue NE. Given the planned improvement at this location to reduce the vehicular capacity and prioritize nonmotorized modes of travel, an improvement to increase vehicular capacity at this location is not proposed. No additional significant and unavoidable adverse impacts have been identified through this analysis.

**Campus Access.** The FEIS and Transportation Discipline Report analyzed campus access. The proposed action, Alternative 3, proposes all vehicular access via N 115th street. The N 115th Street access would be located between the 2 existing access points. The additional access was evaluated as a stop-controlled intersection, similar to the other existing driveways, as well as a signalized driveway. As all access is limited to along 115th, there was no change in distributions patterns at off-site study intersections. Again, the analysis in the EIS uses UWMC-Northwest's existing SOV rate, which is much higher than the SOV rate in the new TMP. Ideally, with successful TMP programming, SOV traffic to and from campus will be lower than assumed in the EIS and thus LOS mitigation for the driveway will not be necessary. Given, this SDOT

does not support signalizing the additional N 115th St vehicle access point as proposed in the Final EIS and MIMP. Access to parking will be further evaluated when a specific project is proposed identifying the specific access locations and proposed project uses. No mitigation is warranted at this time. No additional significant and unavoidable adverse impacts have been identified through this analysis.

**Pedestrian/Bicycle.** Pedestrian and bicycle trips would increase. Features to improve bicycle and pedestrian conditions are included in the 2024 MIMP Update. Pedestrian circulation occurs on two levels; internal within the campus and external around the UWMC-Northwest campus. Being an urban campus, the street grid sidewalk system defines how the campus relates to the surrounding community.

The Master Plan's intent is to maintain and enhance this system with all future projects in the MIO district. Pedestrian access to the site occurs from N 115th Street and 120th street and includes a proposed new sidewalk and curb on N 120th Street between Burke Ave N and Meridian Ave N, providing a pedestrian connection between the north side of campus and northern bus stops on Meridian Ave N. Bike circulation occurs within the street right-of-way on N 115th Street, N 120th St, Meridian Ave N, and on Aurora Ave N. There are no dedicated bicycle lanes within the campus boundary. The Master Plan states that the campus will continue to provide pedestrian and bicycle access from N 120th Street through a pedestrian gate and N 115th Street from the various sidewalks and/or the loop drive.

To further improve connection to transit for employees and visitors the following items are recommended:

- Install protected bike lanes on Meridian Ave N between N Northgate Way and N 115th St, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. This improvement is also identified in the Seattle Transportation Plan. These improvements would be triggered when the first patient occupiable area and/or administrative office area is approved by the City. The central utility plant and parking increases will not trigger the protected bike lane improvements. UWMC will provide design and construction.

- Install no right turn on red signage at the intersection of Aurora Ave N and N 115th St – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Ave N and N 115th St. This improvement would be triggered when the patient occupiable area and/or administrative office area is approved by the City. The central utlilty plant and parking increases will not trigger the nor right turn on red signage.

- Construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. These improvements would be triggered in the future when the medical center development cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gross square footage. resulting in increases in patient volume and increased trip volume (i.e. excludes the central utility plant and parking). The central utility plant and parking increases will not trigger the curb, gutter, and sidewalk improvements.

No additional significant and unavoidable adverse impacts to non-motorized travel modes have been identified through this analysis.

**Non-motorized Connectivity Improvements.** To improve connectivity to the transit stops located along Meridian Avenue N at N 120th Street, UWMC-Northwest will construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. The section to be constructed is anticipated to generally match what was constructed along the UWMC northern frontage. Final plans and construction of the planned improvements are dependent upon future SDOT approval. These improvements would be triggered when the hospital cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gsf. The central utility plant and parking increases will not trigger the curb, gutter, and sidewalk improvements. No additional mitigation is required.

**Transit/Shuttle Services.**
No changes are proposed to transit service as a result of Action Alternative 3, such that transit capacities are consistent with the No Action condition as described above. The total future (2040) Alternative 3 transit trips were estimated by adding the forecast Alternative 3 additional transit trips to the future (2040) No Action transit trips. The peak hour transit trips associated with Alternative 3 2040 Full Buildout of the MIMP condition as summarized in Table 18 of the TDR, are anticipated to be 58 and 49 during the weekday AM and PM peak hours, respectively. The peak hour transit trips were converted to the 4-hour transit period by multiplying the trips by 4, which conservatively assumes that peak hour transit trips for the campus occur continuously throughout the 4-hour transit period.

Based on the transit forecasts, the resulting Alternative 3 vehicle capacity analysis is summarized in Table 19 (Transportation Discipline Report) for the 2040 future condition during the AM and PM peak periods relative to the No Action utilization all existing routes continue to have capacity for additional riders with utilization ranging from 12-50%. No mitigation is warranted.

**Traffic Safety.** As traffic volumes increase, traffic safety issues could increase proportionally. The Transportation Discipline Report, documents (Transportation Discipline, Table 7) the total vehicle trips are forecast to increase with Action Alternative 3 relative to the No Action condition with the change in use and additional development. Based on the existing safety review, there was one HCL (High Collision Location) as well as 2 locations that averaged 10 or more collisions over the 3-year study period. There is a planned improvement along the Aurora Avenue N corridor within the vicinity of HCL location that includes safety improvements. The remaining 2 locations include the Meridian Avenue N and Corliss Avenue N intersections along Northgate Way which had predominantly rear end and entering at an angle collisions, respectively. Based on the assignment of vehicle trips and review of the existing collision history, no significant impacts from a safety perspective are anticipated at any of the study area intersections. No further mitigation is warranted.

***SDCI Recommendations -- These conditions are reiterated in Section VII.***

At time of individual permit application submit transportation information related to coordinating the following improvements with SDOT:

a. UWMC – Northwest will calculate the LOS at Meridian Avenue N/N 115th Street intersection with each MIMP project implementation and evaluate mitigation options with SDOT when LOS is anticipated to be level F. The EIS identified the potential for a traffic signal; however, lesser mitigation could be identified as appropriate, including but not limited to a roundabout. UWMC – Northwest will be responsible for reimbursing SDOT for the acquisition of private property to facilitate the improvements and will be financially responsible for the design and construction. The final design of any improvement must accommodate the movements of buses and emergency vehicles destined for the hospital.

b. UWMC – Northwest will design and construct protected bike lanes on Meridian Ave N between N Northgate Way and N 115th St, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. This improvement is also identified in the Seattle Transportation Plan. These improvements would be triggered when the first patient occupiable area and/or administrative office area project that results in an increase in site-wide vehicle trip generation is approved by the City. UWMC – Northwest will be responsible for demonstrating to SDOT and SDCI that there will be no increase in site-wide vehicle trip generation during the MUP process for the proposed development. If UWMC – Northwest does not demonstrate to the reasonable satisfaction of SDOT and SDCI reviewers that there will be no increase in site-wide vehicle trip generation during the MUP process for the proposed development, UWMC – Northwest will be responsible for designing and constructing protected bike lanes on Meridian Ave N between N Northgate Way and N 115th St, as approved by SDOT. The central utility plant and parking increases will not trigger the protected bike lane improvements.

c. UWMC – Northwest will install no right turn on red signage at the intersection of Aurora Ave N and N 115th St – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Ave N and N 115th St. These improvements will be triggered when the first development project is approved by the City.

d. Construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. These improvements would be triggered when the medical center development cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gross square footage. The central utility plant and parking increases will not trigger the curb, gutter, and sidewalk improvements.

***UTILITIES***

**Water.** New development would require new connections and would increase demand on the water supply system. New development would utilize efficient fixtures and other water saving features as appropriate. The FEIS proposed the following related mitigation:

- Use of low- or no-flow fixtures and other water saving devices would be utilized as feasible.
- Collection and re-use of stormwater for non-potable uses (i.e. irrigation, etc.) would be utilized as feasible to reduce public water supply demand.
- Drip watering or low precipitation systems would be utilized as feasible for irrigation, and types of ground cover that require less irrigation could continue to be utilized.

As individual projects are proposed, specific analyses would be conducted to identify specific requirements. No mitigation is warranted.

**Sewer.** New development would increase demands to the existing sewer system. As individual projects are proposed, side sewer evaluations would be completed to verify capacity and identify necessary improvements. No mitigation is warranted.

**Stormwater.** New development would result in an overall increase in impervious surfaces and as specific development projects occur, each project would be required to meet the applicable requirements of the City of Seattle's Stormwater Manual. The FEIS proposed the following related mitigation:

- Per the 2020 COSSM, any new development projects that include over 2,000 square feet of new and replaced hard surface will need to meet the wetland protection standard, pre-developed pasture standard, and peak control standard flow control requirements from the COSSM.
- Specific development projects with greater than 5,000 square feet of new or replaced pollution generating hard surfaces would be required to provide enhanced water quality treatment for those areas.
- Specific development projects with more than 1,500 square feet of new and replaced hard surface or 7,000 square feet of land disturbing activity would be required to meet OSM requirements for the entire project area.
- Geotechnical reports would be prepared for individual projects to identify specific geology and soils conditions at the site, and determine the feasibility of implementing stormwater infiltration BMPs (including rain gardens and/or other infiltration methods).
- Low-Impact Demand design features could be considered during design of individual projects to minimize stormwater runoff quantity and would be considered during implementation of the University of Washington (UW) Design and Environmental review process, including review by the UW Architectural Commission and SEPA Advisory Committee.

***SDCI Recommendation -- These conditions are reiterated in Section VII.***

- . At time of individual permits water, sewer, and stormwater shall be evaluated to verify capacity of each utility service to serve each specific new development project.

**TREES**

The FEIS analyzed the potential long-term impacts of construction on the existing tree canopy. Concluding that Construction of projects within the MIO boundary could result in removal of existing lawns, trees and shrubs, including the potential to remove some trees meeting the City of Seattle definition of Tier 2 tree.

To mitigate these impacts the UWMC-Northwest FEIS proposes the following mitigation:

- A detailed Urban Forest management Plan is under development for the campus that will document existing trees and provide standards for preservation and enhancement of trees on campus.
- Replacement of each Tier 2 tree removed in association with development with a tree or trees that will provide the same canopy coverage at maturity unless the removed tree qualifies as a hazardous tree.

***SDCI Recommendation -- These conditions are reiterated in Section VII.***

- At time of Master Use Permit application related tree survey and arborist report as necessary will be submitted for review.

## VI. RECOMMENDATIONS – SEPA

The Director recommends approval of the proposed Master Plan, subject to the conditions outlined in Section VII.

## VII. SUMMARY AND RECOMMENDATIONS

The above report addresses criteria pursuant to Land Use Code Chapter 23.69 (Major Institution Overlay District), Chapter 23.34 (rezones), and Chapter 25.05 (SEPA). SDCI recommends that conditional approval of the proposed Master Plan is warranted. This report identifies impact mitigations below.

SDCI expects that planned projects will require additional SEPA reviews, when SDCI may impose further conditioning. In short, development pursuant to the proposed Master Plan, as conditioned below, would be consistent with the framework policy of the City's Major Institutions Policies and represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of the adjacent neighborhoods.

### VII.A. RECOMMENDED CONDITIONS – MAJOR INSTITUTION MASTER PLAN

**CONDITIONS OF MASTER PLAN APPROVAL**

**MIO 1. (page 28)** SDOT and SDCI recommend that an SOV performance goal of 50%—the minimum standard established in the Seattle Municipal Code (SMC)—be established at the adoption of the MIMP. In its annual MIMP reports, UWMC – Northwest shall provide updated information regarding TMP performance, including the results of its most recent Commute Trip Reduction (CTR) surveys, to "recomply with the SMC requirement to show substantial progress toward the goals of its transportation management program as approved with a master plan, including the SOV goal.

As additional transit capacity is added to the area through regional planning efforts in the future, SDOT and SDCI recommend that the institution continue to make substantial progress toward the goals of its TMP, including a progressive reduction in their SOV rate, consistent with their obligations established by the City of Seattle's implementation of the Commute Trip Reduction Law (CTR). At the time of MIMP adoption, the CTR targets for the Northgate network are anticipated to be:

- By 2030, 28%. The transportation network is anticipated to include the Lynnwood Link extension (2024), Line 2 Link to downtown Redmond (2025), 130th Link infill station (2026), Federal Way Link extension (2026), and S3 Stride (2027).
- By 2044, 23%. The transportation network is anticipated to include the West Seattle Link extension (2032) and Everett Link extension (2037).

In 2030 and 2038, or after completion of the transportation projects listed above, whichever is later, SDOT and SDCI recommend that UWMC – Northwest work with the City's TMP Coordinator to reassess and modify as appropriate the campus SOV goal to reflect current conditions, city-updated CTR targets for the Northgate area, and consideration of TMP performance.

**MIO 2**. **(page 39)** Revise the landscape and Open space Master Plan section to note "Tree Protection – Retention of existing street and campus trees shall be encouraged along property perimeters. No trees shall be removed from the City right-of-way without approval of SDOT."

**MIO 3. (page 42)** Amend the master plan language to clarify the loop drive must provide a minimum 20' landscaped setback from east and west property edges, as well as the north property edge, with the exception of the property edge adjacent to the existing cemetery.

**MIO 4. (page 45)** Amend the master plan Landscape and Open Space section to include a North Campus Edge bullet and language stating a minimum 20' landscaped setback from the north campus edge shall be provided, maintaining existing mature trees as feasible.

**CONDITIONS OF REZONE APPROVAL**

**Rezone 1. (page 54)** As described in the Master Plan, structures in areas designated MIO- 160 shall be limited to 145 feet in height, and all structures in areas designated MIO-200 shall be limited to 175 feet in height, subject to exceptions to height limits set forth in the Master Plan.

**CONDITIONS OF SEPA APPROVAL**

**PRIOR TO ISSUANCE OF MASTER USE PERMIT**

1. (page 82) At the time of Master Use Permit application related tree survey and arborist report as necessary will be submitted for review.

2. (page 81) At the time of individual permits water, sewer, and stormwater shall be evaluated to verify the capacity of each utility service to serve each specific new development project.

3. (page 79) At time of individual permit application submit transportation information related to coordinating the following improvements with SDOT:

    a. UWMC – Northwest will calculate the LOS at Meridian Avenue N/N 115th Street intersection with each MIMP project implementation and evaluate mitigation options with SDOT when LOS is anticipated to be level F. The EIS identified the potential for a traffic signal; however, lesser mitigation could be identified as appropriate, including but not limited to a roundabout. UWMC – Northwest will be responsible for reimbursing SDOT for the acquisition of private property to facilitate the improvements and will be financially responsible for the design and construction. The final design of any improvement must accommodate the movements of buses and emergency vehicles destined for the hospital.

    b. UWMC – Northwest will design and construct protected bike lanes on Meridian Ave N between N Northgate Way and N 115th St, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. This improvement is also identified in the Seattle Transportation Plan. These improvements would be triggered when the first patient occupiable area and/or administrative office area project that results in an increase in site-wide vehicle trip generation is approved by the City. UWMC – Northwest will be responsible for demonstrating to SDOT and SDCI that there will be no increase in site-wide vehicle trip generation during the MUP process for the proposed development. If UWMC – Northwest does not demonstrate to the reasonable satisfaction of SDOT and SDCI reviewers that there will be no increase in site-wide vehicle trip generation during the MUP process for the proposed development, UWMC – Northwest will be responsible for designing and constructing protected bike lanes on Meridian Ave N between N Northgate Way and N

115th St, as approved by SDOT. The central utility plant and parking increases will not trigger the protected bike lane improvements.

c. UWMC – Northwest will install no right turn on red signage at the intersection of Aurora Ave N and N 115th St – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Ave N and N 115th St. These improvements will be triggered when the first development project is approved by the City.

d. Construct curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. These improvements would be triggered when the medical center development cumulatively increases the patient occupiable area and/or administrative office area by greater than 250,000 net new gross square footage. The central utility plant and parking increases will not trigger the curb, gutter, and sidewalk improvements.

**DURING CONSTRUCTION FOR FUTURE DEVELOPMENT**

4. (page 68) At the time of building permit application for each building proposed within the UWMC-Northwest MIO, provide a Construction Management Plan that has been approved by SDOT and focused on the current proposal. The submittal information and review process for Construction Management Plans are described on the SDOT website page Construction Use in the Right of Way.

5. (page 73) Locate the Central Utilities Plant facility a minimum 50' from the nearest residential property line and provide noise studies at time of permit review.

6. (page 68) The UWMC-Northwest also has additional conditions/considerations that project specific contractors meet the following noise control criteria:

    a. 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.

    b. 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 and areas within 100 feet of the campus boundary. Construction traffic should be routed through nearest campus exit.

    c. Air compressors are to be equipped with silencing packages.

    d. Jack hammers and roto hammers may be used where no other alternative is available; core drilling and saw cutting equipment is preferred.

    e. Specific scheduling of construction-related noise activities is required at the UWMC-Northwest Hospital.