



SEATTLE CITY COUNCIL

Land Use Committee

Agenda

Special Meeting

Monday, March 17, 2025

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Mark Solomon, Chair
Dan Strauss, Vice-Chair
Cathy Moore, Member
Alexis Mercedes Rinck, Member
Maritza Rivera, Member

Chair Info: 206-684-8802; Mark.Solomon2@seattle.gov

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March 17, 2025 - 9:30 AM

Special Meeting

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/land-use>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at

<https://www.seattle.gov/council/committees/public-comment>

Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Pursuant to Council Rule VI.C.10, members of the public providing public comment in Chambers will be broadcast via Seattle Channel.

Please submit written comments to all Councilmembers four hours prior to the meeting at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. [Appt 03102](#) **Appointment of Tristan Fields as member, Urban Forestry Commission, for a term to March 31, 2027.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

Presenter: Lauren Urgenson, Office of Sustainability & Environment

2. [Appt 03103](#) **Appointment of Andrea Starbird as member, Urban Forestry Commission, for a term to March 31, 2027.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

Presenter: Lauren Urgenson, Office of Sustainability & Environment

3. [CB 120948](#) **AN ORDINANCE relating to Seattle’s construction codes; allowing for the extension of certain projects and building permits; amending Sections 106.6.10, 106.9, and 106.10 of the Seattle Building Code, adopted by Ordinance 127108.**

Supporting Documents: [Summary and Fiscal Note](#)

Briefing and Discussion

Presenters: Ardel Jala and Micah Chappell, Seattle Department of Construction and Inspections

4. [CF 314491](#) **Application of Encore Architects, PLLC, to rezone an approximately 34, 654 square foot site located at 8601 Fremont Ave. N. from Single Family (SF5000) to Lowrise 2 with a (M) Mandatory Housing Affordability suffix (LR2 (M)) (Project No. 3036119-LU; Type IV).**

Attachments: [Rezone Material - 3036119-LU](#)
[SEPA Rezone Map - 3036119-LU](#)
[CF-314491 Table of Contents](#)
[CF-314491 Examiners Findings and Recommendations](#)
[CF-314491 SDCI's Analysis and Recommendations](#)
[2a - Plan Set Cycle 7](#)
[3 - Public Comment](#)
[4 - Revised Rezone Analysis](#)
[7 - Rezone Application](#)
[9 - Design Review Opt Out](#)
[10 - SEPA Opt Out](#)
[11 - Parking Utilization Study](#)
[12 - Transportation Memo](#)
[26 - SPU Approval](#)
[27 - SDOT Urban Forestry](#)
[28 - Housing Letter](#)
[29 - Housing Checklist](#)
[32 - 3036119-LU Hearing PPT](#)
[34 - CF-314491 EA Presentation Slides with Notes](#)
[36 - Email re Clause Recommendation](#)

Supporting Documents: [Central Staff Memo - Fremont Rezone \(CF 314491\)](#)
[Central Staff Presentation - Fremont Rezone \(CF 314491\)](#)

Briefing and Discussion

Presenter: Lish Whitson, Council Central Staff

5. [CF 314511](#) **Application of the University of Washington to prepare a new Major Institution Master Plan for the University of Washington Medical Center-Northwest Campus, located at 1550 N 115th Street (Project No. 3040282-LU; Type IV).**

Attachments: [UW Medical Center-Northwest Concept Plan](#)
[Exhibit 1 - Final Major Institution Master Plan](#)
[Exhibit 7 - Development Advisory Committee Final Report and Recommendations](#)
[Exhibit 12 - Seattle Department of Construction and Inspections Director's Analysis and Recommendation](#)
[CF-314511 Hearing Exhibit List](#)
[CF-314511 Findings and Recommendation UWMC](#)

Supporting Documents: [Central Staff Memo - UW Medical Center MIMP](#)
[Central Staff Presentation - UW Medical Center MIMP](#)

Briefing and Discussion

Presenter: Ketil Freeman, Council Central Staff

6. [CB 120771](#) **AN ORDINANCE** relating to land use and zoning; adopting interim provisions to facilitate occupancy of street-level spaces in the Downtown, South Lake Union, and Uptown Urban Centers; adding a new Section 23.42.041 to the Seattle Municipal Code; and amending Sections 23.42.108, 23.48.005, 23.48.020, 23.48.040, 23.48.240, 23.48.740, 23.49.009, 23.49.011, 23.76.004, and 23.76.006, and Downtown Overlay Maps 1G and 1J in Chapter 23.49 of the Seattle Municipal Code.

Attachments: [Full Text: CB 120771](#)

Supporting

Documents:

[Summary and Fiscal Note](#)

[Summary Att A - Map A for 23.48.240 \(South Lake Union\)](#)

[Summary Att B - Map A for 23.48.740 \(Uptown\)](#)

[Summary Att C - Downtown Map 1G](#)

[Summary Att D - Downtown Map 1J](#)

[Summary Att E - Determination of Non-Significance](#)

[Director's Report](#)

[Central Staff Memo \(6/5/24\)](#)

[Presentation \(6/5/24\)](#)

Briefing, Discussion, and Possible Vote

Presenter: Gordon Clowers, Seattle Department of Construction and Inspections

E. Adjournment



Legislation Text

File #: Appt 03102, **Version:** 1

Appointment of Tristan Fields as member, Urban Forestry Commission, for a term to March 31, 2027.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Tristan Fields</i>		
Board/Commission Name: <i>Urban Forestry Commission</i>		Position Title: <i>6 – Landscape Architect</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other:		Term of Position: * 4/1/2024 to 3/31/2027 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: <i>West Seattle</i>	Zip Code: <i>98116</i>	Contact Phone No.: [REDACTED]
Background: <i>Tristan Fields (she/her) is deeply committed to ensuring Seattle's urban forest serves and benefits all communities, particularly communities of color, immigrants, refugees, Native and Indigenous communities, and those with low incomes. Professionally, Tristan has served on the Diversity, Equity, and Inclusion (DEI) Committee of the Pacific Northwest Chapter of the International Society of Arboriculture (PNW ISA) for three years. During this time, she has actively engaged in research, dialogue, and initiatives focused on fostering inclusion within the field of arboriculture and beyond.</i> <i>Tristan is motivated to contribute to the Urban Forestry Commission's efforts to create an urban forest that is not only sustainable but also accessible and beneficial to all of Seattle's residents, regardless of their background or economic status. Her approach to this work is grounded in collaboration, empathy, and a firm belief in the power of inclusive decision-making</i>		
Authorizing Signature (original signature):  Date Signed (appointed): December 4th, 2024		Appointing Signatory: <i>Bruce A. Harrell</i> <i>Mayor of Seattle</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

SUMMARY A highly experienced Consulting Arborist and Registered Landscape Architect, with an extensive background in planning, equity, and development.

EXPERIENCE

ARBORICULTURE, PLANNING & DESIGN

JANUARY 2021 TO
PRESENT **CONSULTING ARBORIST & LANDSCAPE ARCHITECT**
LAND MEETS WATER LLC

Arborist: Municipal and development work including tree inventories, pre-design tree inspections, tree risk assessments due to construction impacts, best management practices construction details, summarized in full arborist reports, memos, and tree retention plans.

Design: Compliance design drawings including native compliance, residential design, and commercial development.

JUNE 2018 TO
2021 **LANDSCAPE DESIGNER, CONSULTING ARBORIST & TREE RISK ASSESSOR**
KPG INTERDISCIPLINARY DESIGN

Arborist: Municipal work including tree inventories, pre-design tree inspections, tree risk assessments due to construction impacts, best management practices construction details, summarized in full arborist reports, memos, and tree plans.

Design: Urban, planting, and landscape designer working on a multitude of streetscape projects throughout Washington State.

Specifications: Specification writing for the protection of large trees, unique streetscape features, and landscape design features.

Construction Oversight: Provided oversight on landscape installations. As an arborist, I assessed construction impacts on trees.

JANUARY 2017 TO
JUNE 2018 **LANDSCAPE DESIGNER**
CASCADE DESIGN COLLABORATIVE

Design: Specialized in Stormwater projects, fluent in the stormwater manual for DOE, Seattle, and WSDOT. Clients included the city of Seattle and WSDOT. Also worked on numerous schools, specializing in planting layout and wetland design.

FEBRUARY 2015
TO JANUARY 2017 **LANDSCAPE DESIGNER, UNITED STATES**
BIOTOP NATURAL POOLS INC.

Design: Designed technical wetlands and waterways for private clients. The systems, based in European code, used wetlands, proprietary binders, and simulated wetlands to create clean bath-able water.

OCTOBER 2014 TO
FEBRUARY 2015 **LANDSCAPE DESIGNER**
ERVIN LOVETT MILLER (CHRIS OVERDORF)

Design: Landscape Designer on the San Diego Zoo, Africa Rocks project. Worked from design development to construction documents.

JUNE TO
SEPTEMBER 2013 **LANDSCAPE DESIGNER**
WH PACIFIC

This internship included design and development of planting plans, a bicycle feasibility study, 20 environmental exhibits for Oregon DOT, a master plan, and graphic design images.

Skills: Adobe Creative Suite, Office, and CAD to create excellent communication pieces.

EXPERIENCE, CONTINUED

Tristan Fields

JUNE 2011 TO
JUNE 2014

UNIVERSITY OF OREGON

Spring Plants Graduate Fellow: Primary teacher for a class of graduate and undergraduate students in a plant identification course. Taught 2 classes per week.

Principles of Applied Ecology Graduate Fellow: Teaching Fellow for an intensive applied ecology course.

MARKETING BACKGROUND

MARCH 2003 TO
SEPTEMBER 2010

MARKETING COORDINATOR / GRAPHIC DESIGNER

INCLUDES WORK AT: WEB MD; CITY OF PORTLAND; MAUL, FOSTER, & ALONGI; AND INTEGRAL CONSULTING

Developed marketing materials & layouts of public documents with Adobe Creative Suite.

Coordinated marketing programs representing consultants nationwide. Designed RFP's for over 20 projects, winning 75%.

PLANT KNOWLEDGE

MARCH 2003 TO
FEBRUARY 2006

HORTICULTURIST & MARKETING SWANSONS NURSERY

Gained extensive plant knowledge by selling plants to the public on the weekends. During the week, coordinated all aspects of the seminar & events program. Doubled the number of seminar & workshop offerings (to almost 200 a year) & increased attendance by 40% through an intensive online marketing campaign.

MARCH 2002 TO
MARCH 2004
& DECEMBER 1999
TO APRIL 2000

HORTICULTURIST BELLEVUE BOTANICAL GARDEN

Garden Intern & Plant Curator: Managed a volunteer curatorial team & worked as a liaison with garden partners while working in the garden to gain plant knowledge.

APRIL 2000 TO
MARCH 2002

HORTICULTURIST FILOLI HISTORIC ESTATE

Garden Apprentice & Plant Curator: 2 years in an intensive horticulture training program. Increased curatorial efficiency by 50% by designing FileMaker Pro Database. Managed a small team of volunteers.

EDUCATION, CERTIFICATES & SKILLS

EDUCATION

Master of Landscape Architecture:
University of Oregon, 2014

Bachelor of Liberal Arts:
The Evergreen State College, 1999

CERTIFICATES

Tree and Plant Appraisal Qualification,
2024

ISA Municipal Arborist, 2023

Registered Landscape Architect, 2021

ISA Qualified Tree Risk Assessor, 2019

ISA Licensed Arborist, 2018

Irrigation Design Certificate, Rainbird

Certified Erosion & Sediment Control
Lead: AGC Education Foundation, WA

Low Impact Development Certificate:
Washington State University, WA

Environmental Rehabilitation Certificate:
Peninsula College, WA

COMPUTER SKILLS

(PROFICIENCY, OUT OF 5 STARS)

- AutoCad *****
- Bluebeam***
- Creative Suite *****
- ArcGIS **
- MS Office *****
- SketchUp***
- MicroStation**

Urban Forestry Commission

11/1/2024

13 Members: Pursuant to SMC 3.72, all members are subject to City Council confirmation, 3-year terms, except the Get Engaged member who will serve a 1-year term pursuant to SMC 3.51.

- 6 City Council-appointed
- 6 Mayor-appointed
- 1 Commission-appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1	Wildlife Biologist	Vacant	4/1/23	3/31/26		Council
1	F	6	2	Urban Ecologist	Alicia Kellogg	4/1/23	3/31/26	1	Mayor
			3	Natural Resource Agency or University Representative	Vacant	4/1/22	3/31/25		Council
			4	Hydrologist or Similar Professional	Vacant	4/1/24	3/31/27		Mayor
			5	Arborist	Vacant	4/1/24	3/31/27		Council
6	F	1	6	Landscape Architect	Tristan Fields	4/1/24	3/31/27	1	Mayor
6	M	3	7	NGO Representative	Joshua Morris	4/1/22	3/31/25	2	Council
2	M	7	8	Development Community or Utility Representative	David Baker	4/1/22	3/31/25	1	Mayor
8	M	1	9	Economist, Financial Analyst, Realtor, or Similar Professional	Nathan Collins	4/1/23	3/31/26	1	Commission
3	M	6	10	Get Engaged Member	Timothy Patrick Randazzo	9/1/24	8/31/25	1	Mayor
			11	Environmental Justice Rep.	Vacant	4/1/24	3/31/27		Council
6	F	2	12	Public Health Rep.	Andrea Starbird	4/1/24	3/31/27	1	Mayor
9	F	2	13	Community/Neighborhood Rep.	Lia Hall	4/1/24	3/31/25	1	Council

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Men	Women	Transgender	Unknown	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial

								Native					
Mayor	2	3			1	1	1			2			
Council	1	1								1			1
Other	1											1	
Total	4	4			1	1	1			3		1	1

Key:

***D** List the corresponding *Diversity Chart* number (1 through 9)

****G** List *gender*, **M**= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary **O**= Other **U**= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

File #: Appt 03103, **Version:** 1

Appointment of Andrea Starbird as member, Urban Forestry Commission, for a term to March 31, 2027.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Andrea Starbird		
Board/Commission Name: Urban Forestry Commission		Position Title: 12 – Public Health Representative
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other:		Term of Position: * 4/1/2024 to 3/31/2027 <input checked="" type="checkbox"/> Serving remaining term of a vacant position
Residential Neighborhood: Hillman City	Zip Code: 98118	Contact Phone No.: [REDACTED]
Background: <p>Andrea Starbird (she/her) brings a unique, community-centered perspective to urban forestry challenges and opportunities facing our city. As an ISA Certified Arborist Municipal Specialist, urban forestry consultant, and co-founder of the Seattle Arborist Association Andrea also brings professional experience as a birth doula serving diverse communities. As a trained doula, she has a deepened understanding of the impact environmental factors can have on communities, especially in lower-income and marginalized settings, and advocates for the intersection between healthcare, environmental justice, and urban forestry.</p> <p>Through the Urban Forestry Commission, Andrea wants to bring a collaborative, problem-solving approach to ensure that policy and individual tree management supports the health and resiliency of our urban forest and our community as a whole.</p>		
Authorizing Signature (original signature):  Date Signed (appointed): December 4th, 2024		Appointing Signatory: Bruce A. Harrell Mayor of Seattle

*Term begin and end date is fixed and tied to the position and not the appointment date.

Andrea Starbird

Professional Summary

ISA Certified Arborist and Municipal Specialist with extensive experience managing trees as critical green infrastructure to ensure accessible, liveable cities. Skilled in providing expert arboricultural consulting services across diverse sectors, including state and municipal parks, university and corporate campuses, and residential properties. Possesses deep insight into land use and environmental regulations at the parcel level, with a keen understanding of stakeholder dynamics.

Committed to environmental equity, employing a collaborative, problem-solving approach to develop policies and management plans that support urban forest health and community resilience.

Experienced in comprehensive ordinance evaluation and meaningful public engagement, creating tailored, actionable urban forest management plans. Adept at bridging the gap between technical arboriculture, policy development, and community needs to foster sustainable urban environments.

Professional Experience

Owner & Principal Consultant

Starbird Environmental | March 2024 - Present

- Provide comprehensive urban forestry consulting services to municipalities, private, and residential clients

Urban Forestry Planner

PlanIT Geo | June 2023 - January 2024

- Developed urban forestry management and master plans for small to medium municipalities
- Collaborated with city officials to integrate urban forestry into broader city planning initiatives
- Facilitated public workshops and stakeholder meetings to gather community input on urban forestry projects

Arborist Project Manager

Seattle Tree Care | June 2022 - June 2023

- Provided customized tree care plans to support effective tree management on private property.
- Ensured project compliance with municipal codes by implementing standards and procedures consistent with best practices and applicable regulations.

Consulting Arborist

Tree Solutions Inc. | April 2019 - May 2022

- Provided consulting services across 15+ Puget Sound municipalities, providing customized tree management specifications, interpreting complex construction plans, and evaluating tree health using advanced technologies (sonic tomography, micro-resistance drilling, SIA).
- Conducted park and right-of-way tree inspections, risk assessments, and permit reviews for municipal clients; implemented GIS data collection programs for long-term tree management serving HOAs, campuses, and municipalities.

Andrea Starbird

Professional Experience (cont.)

Facilities Site Manager

Fischer Studio Building | May 2018 - July 2019

- Oversaw building maintenance to ensure compliance with municipal code and local ordinances; supported multiple concurrent projects to increase livability and safety for residents.

Owner, Full Spectrum Doula

Aysis Doula Services | March 2016 - December 2018

- Advocated for pregnant people from highly diverse multicultural and socioeconomic backgrounds; effectively facilitated communication with providers and interpreted medical information increasing patient satisfaction and improving birth outcomes.

Education

Bachelor of Arts, History of Art - University of Michigan (2011)

Focus: Landscape Architecture and Public Space

Certificates, Urban Forestry and Landscape Horticulture - South Seattle College (2019, 2020)

Credentials

- Certified Arborist - International Society of Arboriculture, #PN-9084AM
- Municipal Specialist - International Society of Arboriculture
- Tree Risk Assessment Qualified - International Society of Arboriculture

Skills

- Urban Forest Management
- Tree Risk Assessment
- Community Engagement
- Policy Development
- Environmental Justice Advocacy
- Public Speaking & Facilitation
- Project Management
- ANSI A300 / Best Mgmt Practices

Leadership & Volunteer Experience

- Co-founder, Seattle Arborist Association | January 2023 - Present
- Seattle City Council Land Use Committee | Subject Matter Expert
 - Provided expert testimony and guidance on urban forestry policies and their community impacts
- Mentorship Volunteer Coordinator, PNW ISA Annual Conference | Fall 2021
- Forest Steward, Green Seattle Partnership | 2019
- Board President and Community Doula, Full Spectrum Doula | 2016 - 2018

Urban Forestry Commission

11/1/2024

13 Members: Pursuant to SMC 3.72, all members are subject to City Council confirmation, 3-year terms, except the Get Engaged member who will serve a 1-year term pursuant to SMC 3.51.

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- 6 Mayor-appointed
- 1 Commission-appointed

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			4	Hydrologist or Similar Professional	Vacant	4/1/24	3/31/27		Mayor
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	Men	Women	Transgender	Unknown	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial

								Native					
Mayor	2	3			1	1	1			2			
Council	1	1								1			1
Other	1											1	
Total	4	4			1	1	1			3		1	1

Key:

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RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

File #: CB 120948, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle's construction codes; allowing for the extension of certain projects and building permits; amending Sections 106.6.10, 106.9, and 106.10 of the Seattle Building Code, adopted by Ordinance 127108.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 106.6.10 of the Seattle Building Code, enacted by Ordinance 127108, is amended as follows:

106.6.10 Extensions prior to permit issuance. At the discretion of the *building official*, applications for projects that require more than 12 months to review and approve may be extended for a period that provides reasonable time to complete the review and approval, but in no case longer than 24 months from the date of the original application. No application may be extended more than once. After cancellation, the applicant shall submit a new application and pay a new fee to restart the permit process.

Notwithstanding other provisions of this code, applications may be extended where issuance of the permit is delayed by litigation, preparation of environmental impact statements, appeals, strikes or other causes related to the application that are beyond the applicant's control, or while the applicant is making progress toward issuance of a master use permit.

Notwithstanding other provisions of this code, if an applicant requests an extension prior to November 12, 2024 for an application subject to a version of the Seattle Building Code based on amendments to the 2015 or 2018 International Building Code, and the applicant claims a hardship related to securing construction or permanent financing, the *building official* shall extend the application for 24 months in addition to any

extensions authorized under this Section 106.6.10.

Section 2. Section 106.9 of the Seattle Building Code, enacted by Ordinance 127108, is amended as follows:

106.9 Expiration of permits. Authority to do the work authorized by a permit expires 18 months from the date of issuance. ~~((An))~~ Except as provided in Item 3.4 of Section 106.10, an *approved* renewal extends the life of a permit for an additional 18 months from the prior expiration date. An *approved* reestablishment extends the life of the permit for 18 months from the date the permit expired.

Exceptions:

1. Initial permits for major construction projects that require more than 18 months to complete may be issued for a period that provides reasonable time to complete the work, according to an *approved* construction schedule. The *building official* may authorize a permit expiration date not to exceed three years from the date of issuance, except when there is an associated Shoreline Substantial Development permit in which case the *building official* may authorize an expiration date not to exceed the life of the Shoreline permit.
2. The *building official* may issue permits which expire in less than 18 months if the *building official* determines a shorter period is appropriate to complete the work.

This section is subject to the limitations in Seattle Municipal Code Section 22.800.100, Stormwater Code.

Section 3. Section 106.10 of the Seattle Building Code, enacted by Ordinance 127108, is amended as follows:

106.10 Renewal of permits. Permits may be renewed and renewed permits may be further renewed by the *building official* if the following conditions are met:

1. Application for renewal is made within the 30-day period immediately preceding the date of expiration of the permit; and
2. If the project has had an associated discretionary Land Use review, the land use approval has not

expired; and

3. If an application for renewal is made more than 18 months after the date of mandatory compliance with a new or revised edition of the Seattle Building Code, the permit shall not be renewed unless:

3.1. The *building official* determines that the permit complies, or is modified to comply, with the Seattle Building, Mechanical, Fuel Gas, Energy, Stormwater, Side Sewer and Grading codes in effect on the date of application for renewal; or

3.2. The work authorized by the permit is substantially underway and progressing at a rate approved by the *building official*. “Substantially underway” means that normally required building inspections have been *approved* for work such as foundations, framing, mechanical, insulation and finish work that is being completed on a continuing basis; or

3.3. Commencement or completion of the work authorized by the permit is delayed by litigation, appeals, strikes, or other extraordinary circumstances related to the work authorized by the permit, beyond the permit holder’s control, subject to the approval of the *building official*; or

3.4. The permit was issued under a version of the Seattle Building Code based on amendments to the 2015 or 2018 International Building Code, application for renewal is made prior to November 12, 2024, and the applicant claims a hardship related to securing construction or permanent financing, in which case the *building official* shall renew the permit for an additional 24 months; and

4. The permit shall not be renewed unless: (a) the *building official* determines that the permit complies, or is modified to comply, with the Seattle Stormwater Code in effect on the date of application for renewal; or (b) construction has started. For purposes of this provision, “started construction” means the site work associated with and directly related to the *approved* project has begun. For example, grading the project site to final grade or utility installation constitutes the start of construction; simply clearing the project site does not.

Section 5. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2025, and signed by
me in open session in authentication of its passage this _____ day of _____, 2025.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2025.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2025.

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Mayor's Office	Kye Lee	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to Seattle's construction codes; allowing for the extension of certain projects and building permits; amending Sections 106.6.10, 106.9, and 106.10 of the Seattle Building Code, adopted by Ordinance 127108.

Summary and Background of the Legislation: This legislation allows building permit applicants an additional 24-month extension on existing permit applications and issued permits for projects vested to the 2015 or 2018 Seattle Building Code requirements. Projects with permit applications vested to the 2015 or 2018 codes would need significant redesign should their applications or permits expire and more recent Seattle Building Code provisions be applied to the project; the redesign could add significant cost to the project.

The Seattle Building Code aims to ensure the health, safety, and well-being of occupants and the public. It and other codes are updated from time to time to address new technologies, safety improvements, and construction methods.

Currently, projects working through the process have 24 months to complete the review and approval process before they must restart, unless additional extensions are granted for causes that are beyond the applicants' control. Similarly, once permits are issued, they are valid for 18 months and may be renewed for an additional 18 months.

In order for vested projects to be eligible for extension under this legislation, property owners must attest that the project has been stalled due to financing issues and must have requested an extension prior to November 12, 2024 (the effective date of the 2024 Seattle Building Code per Ordinance 127108). There are more than 3,000 distinct project addresses with projects vested to the 2015 and 2018 codes that could be extended by this legislation. These projects include an estimated 34,000 housing units. The Mayor's Office is aware of 15 projects, mostly located downtown, that could move forward if this legislation were to pass.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

See note on City revenues in Section 3.b below.

3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Revenue/Reimbursement Notes: The Mayor's Office is aware of approximately 15 projects that vested under prior codes that could potentially move forward if they were to receive additional permit extensions. These projects represent approximately \$13.4 million of sales tax revenue to the City and an estimated maximum of \$75 million in mandatory housing affordability (MHA) fees; they could also produce additional but undetermined incentive zone payments as well as real estate excise tax and business and occupation tax revenue. MHA payments are adjusted annually for inflation and are assessed at the time the project vests. The extension could result in MHA revenues due to having projects continue rather than being cancelled. Although fee adjustments may have led to higher revenues if a project(s) reapplied for a new permit in the future, there is a low likelihood that projects would move forward without the extension provided by this legislation and in that event, the City would receive no revenue from cancelled projects. Extending the permitting timeline will increase the chances of these projects being constructed.

3.c. Positions

☐ This legislation adds, changes, or deletes positions.

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

N/A

Please describe any financial costs or other impacts of *not* implementing the legislation.
See note on City revenues in Section 3.b. above.

4. OTHER IMPLICATIONS

- a. Please describe how this legislation may affect any departments besides the originating department.**

The Seattle Department of Construction and Inspections manages the review and approval process for construction permitting.

The Office of Housing coordinates with developers to ensure compliance with the MHA Program.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

No, this legislation does not affect a particular piece of property.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

There are projects vested to the 2015 and 2018 codes for housing that serve these communities that would be costly to update to the 2021 code. The updated costs could increase the cost of housing which would be passed onto these communities. However, updating projects to current codes would ensure that those communities benefit from enhanced accessibility requirements, electric vehicle charging requirements, and seismic design standards as required by current code.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

N/A

- iii. What is the Language Access Plan for any communications to the public?**

N/A

- d. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation will increase carbon emissions since some building decarbonization methods would not be incorporated on projects vested to the 2015 or 2018 codes; however, these buildings would still be efficient by national standards. Bringing housing to city centers plays a crucial role in reducing emissions by promoting proximity between where people live, work, and access services.

- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

For those projects vested to the 2015 or 2018 codes, this legislation will decrease Seattle’s ability to adapt to climate change through the increased energy efficient construction standards; however, resiliency is unlikely to be materially impacted by this legislation.

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

5. CHECKLIST

- ☐ Is a public hearing required?
- ☐ Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?
- ☐ If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
- ☐ Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?

6. ATTACHMENTS

Summary Attachments: None.



Legislation Text

File #: CF 314491, **Version:** 1

Application of Encore Architects, PLLC, to rezone an approximately 34, 654 square foot site located at 8601 Fremont Ave. N. from Single Family (SF5000) to Lowrise 2 with a (M) Mandatory Housing Affordability suffix (LR2 (M)) (Project No. 3036119-LU; Type IV).

The Rezone Material is provided as an attachment.

ENCORE

ARCHITECTS

DATE: February 23, 2022

TO: Greg Johnson
Seattle Department of Construction and Inspections
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

FROM: Blair Stone
Encore Architects

RE: Rezone Application Submittal Information

Dear Greg;

Below is the information requested for the rezone application submittal:

1. Project number: *3036119-LU*
2. Subject property address(es): *8601 Fremont Ave. N*
3. Existing zoning classification(s) and proposed change(s): *SF 5000 to LR2 (M)*
4. Approximate size of property/area to be rezoned: *34,654 sf*
5. If the site contains or is within 25 feet of an environmentally critical area, provide information if required pursuant to SMC 25.09.330 and CAM 103B, Environmentally Critical Area Site Plan Requirements. *Site does not contain any environmentally critical areas.*
6. Applicant information:
*Encore Architects, PLLC
1402 Third Ave, Suite 1000
Seattle, WA 98101
Contact: Blair Stone
blairs@encorearchitects.com*
7. Legal description of property(s) to be rezoned (also include on plans – see #16, below).
*OSNER'S SUBURBAN HOMES PCL "B" OF SEATTLE LBA#3036839-LU REC# 20210218900013 SD
LBA BEING POR OF LOTS 3-5 OF BLK 5 OF SD ADD*
8. Present use(s) of property. *Playground and play field for the North Seattle Boys and Girls Club*
9. What structures, if any, will be demolished or removed? *Portable shed and play equipment.*
10. What are the planned uses for the property if a rezone is approved? *58 units of affordable housing.*

11. Does a specific development proposal accompany the rezone application? If yes, please provide plans. *Yes, a specific development proposal is included in the rezone package and 30x42 plan sheets per the Land Use Requirement check sheet.*
12. Reason for the requested change in zoning classification and/or new use.
There is great need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing. Under the proposed LR2 (M) zoning, the density would allow for this affordable housing to provide a mix of unit types including family-size affordable units, which are in very short supply within the City limits.
13. Anticipated benefits the proposal will provide.
The property is a good candidate for Lowrise 2 (LR2) zoning because the roads, transit, schools, open space, commercial activity and utility services can support higher density development. LR2 (M) would provide a needed transition between denser NC3-55 (M) development along N 85th Street and the single family zone. The 40-foot height limit of LR2 (M) provides a stepping from 55 feet down to 30 - 35 feet of the SF zone. While we are nowhere near the allowed density of this zone, the floor area ratio makes LR2 (M) a viable option compared to SF, RSL and LR1 zones. More importantly, there is a demonstrated need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing (a stated city priority).
14. Summary of potential negative impacts of the proposal on the surrounding area.
The project site was formally a playfield providing pervious surface. However, soil exploration determined that infiltration is low. Shadows will somewhat impact the single family to the west of the site. The negative environmental impacts associated with allowing the proposed denser urban infill development would not appreciably be greater than those that develop under the existing zoning would afford.
15. List other permits or approvals being requested in conjunction with this proposal (e.g., street vacation, design review). *Building and Street Use permits.*
16. Submit a written analysis of rezone criteria (see SMC 23.34.008 and applicable sections of 23.34.009-128). Include applicable analysis locational criteria of 23.60.220 if a shoreline environment redesignation is proposed. *A written analysis of the rezone criteria can be found in the pdf file named 3036119-LU_Rezone Analysis_2022-02-23.*
17. Provide six copies of scale drawings with all dimensions shown that include, at a minimum, existing site conditions, right- of-way information, easements, vicinity map, and legal description. See SMC 23.76.040.D, Application for Council Land Use Decisions for other application materials that may be pertinent. Plans must be accompanied by DPD plans coversheet. *I think this item is out of date. The submittal is electronically. It is my understanding that coversheets are no longer required. If this is not correct, please let me know.*

If there are any additional questions or concerns, please do not hesitate to contact us.

Blair Stone

Encore Architects



**FINDINGS AND RECOMMENDATION
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE**

BLAIR STONE
APPLICATION NO. 3036119-LU, COUNCIL FILE 314491(REZONE)

Hearing Date: January 14, 2025
Decision Date: January 29, 2025
Forwarded to the City Clerk: January 29, 2025

TABLE OF CONTENTS

Section	Description
I. Final Documents	<ul style="list-style-type: none">• Seattle Department of Construction and Inspections Analysis, Decision, and Recommendation, December 23, 2024• Certificate of Service, January 29, 2025• Hearing Examiner Findings and Recommendation, January 29, 2025
II. Exhibits	<u>Public Hearing Exhibits</u> See Attached Exhibit List
III. Administrative Materials	<ul style="list-style-type: none">• Public Notice of Decision and Recommendation, December 23, 2024• Hearing Minutes, January 14, 2025• Mailing List
IV. Recording	<ul style="list-style-type: none">• Hearing MP3, January 15, 2025

**FINDINGS AND RECOMMENDATION
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE**

In the Matter of Application of

**BLAIR STONE/ENCORE
ARCHITECTS,**

For a Rezone of Property at
8601 Fremont Avenue N.

Hearing Examiner Files:
CF 314491

Department Reference:
3036119-LU

FINDINGS OF FACT

1. Introduction. Applicant Encore Architects has proposed a contract rezone from Neighborhood Residential 3 to Lowrise Residential 2 (M). The rezone would allow for two three-story apartment buildings with 53 affordable units and parking for 11 vehicles.

2. Hearing. A properly noticed public hearing¹ was held remotely and in person on January 14, 2025. The Seattle Department of Construction and Inspections (“Department”), through Greg Johnson, Sr. Planner, described the proposal and the rezone criteria. The Applicant, represented by Steven J. Gillespie, McCullough Hill, PLLC, appeared and called several witnesses. Susan Boyd, Bellwether Housing’s CEO, addressed how the project serves the mission of the applicant-in-fact, Bellwether Housing. Blair Stone, Principal with Encore Architects PLLC, the project architect, provided detail on the project’s design and fit with the surrounding area. Olin Johansen, Seattle Office of Housing, Capital Investments, detailed Office support for the project. No member of the public indicated a wish to testify.

3. Testimony, Additional Detail. Bellwether’s CEO, Susan Boyd, summarized past projects, including those similar to the one proposed. She noted the Applicant’s shared vision with the adjacent Boys and Girls Club and the project’s ideal location (a block from a park, near robust transit, near a library and in an area underserved by affordable housing).

Architect Blair Stone addressed zoning compatibility, noting that the proposed zoning and height (40 feet) fits within the neighborhood context, transitioning between the greater heights allowed in NC3 and the lower heights allowed in NR3. She noted that a large grocery store is within walking distance, Greenwood Park is a block away, and the project is adjacent to a Boys & Girls Club and near Greenwood Senior Center. Also, the site is on a neighborhood greenway street which promotes bicycling (the project provides parking for 58 bicycles) and is well served by bus connections. Ms. Stone also addressed architectural design, including building size, noting the buildings were shifted to create front yards, street trees are kept, and the massing approach was designed to integrate with the adjacent single-family (NR) zoning.

¹ Exhibit 35; SMC 23.76.052(C). No concerns on notice were raised.

Mr. Gillespie, counsel for the Applicant, addressed the legal framework. He noted that the project's affordable housing exempted it from Design Review and residential projects are exempt from SEPA. Only the contract rezone is before the Examiner. He noted that LR3 zoning, which would allow more housing units than the proposed LR2 zone, is expected to be proposed later in the year. The Applicant's position is that either zoning designation is appropriate but it has moved forward with LR2 due to uncertainties on area-wide zoning timing. Mr. Gillespie reiterated that the site hits "so many policy goals," with the 53 affordable housing units being next door to the Boys & Girls Club, one block from a park, one block from high frequency transit, next to an Urban Village with a library and restaurants and fronting a neighborhood greenway with bicycle lanes.

4. Exhibits. The Department submitted Exhibits 1-32, with the Applicant adding Exhibits 33 and 34. All exhibits were admitted without objection. No written public comment was submitted to the Examiner. As the Department will likely be proposing an area-wide rezone which would encompass the site, the Applicant asked that the record be kept open until January 28, to allow for a condition to be submitted addressing this eventuality. Following the hearing, the public notice exhibit was re-numbered as Exhibit 35 and the Applicant and Department jointly submitted Exhibit 36, a condition to address the anticipated area-wide rezone. The Examiner visited the site on January 27. The visit provides context but is not evidence.

5. Site. The site is a flat, rectangular-shaped parcel, with no environmentally critical areas, located outside the City's shoreline areas, mid-block on Fremont Avenue N between N 87th and N 85th (a principal arterial street). The Boys and Girls Club is adjacent to the north and its recreational field occupies the site. The site is now zoned NR3, which is also to the north, east, and west, with Neighborhood Commercial 3 – with a 55-foot height limit to the south (NC3-55 (M)). LR3 (M) and LR2(M) zoning is a half block to the southeast. The site is not in an urban center or village.

6. Design. The rezone is coupled with a development project designed to fit with the surrounding neighborhood. The Freemont right of way separates the project from single-family development to the east. The project incorporates:

- Sloped roofs to provide a roof pattern generally consistent with those of single-family dwellings.
- Modulated building massing along Fremont Avenue N frontage to reduce appearance of bulk.
- An overall height of 40-feet, compatible with the 35-foot height limit for single-family dwelling in the existing NR3 zone.

7. Written Public Comments. No public comments were submitted directly to the Examiner. Earlier comments to the Department focused on losing the Boys & Girls Club playfield. The Applicant noted that this is a private field, a public park (Greenwood Park) is a block north, and the Boys & Girls Club is a partner in the project. Several comments supported the project, others raised concerns on affordability (possibly not realizing all units will be affordable), and there was some concern on the limited parking provided.²

² Exhibit 3.

8. Department Review. The Department recommended approval with conditions. To the extent consistent with this Recommendation, the Department's staff report is incorporated as supplemental findings.³

CONCLUSIONS OF LAW

1. Jurisdiction. The Hearing Examiner has jurisdiction to issue a recommendation on the rezone, while the Council makes the final decision.⁴

2. Criteria, Summary. Criteria for assessing a site-specific rezone request are at SMC 23.34.004 (contract rezones), 23.34.006 (MHA suffixes), 23.34.007 (rezone evaluation), 23.34.008 (rezone criteria), 23.34.009 (height limits), 23.34.010, .011 (NR designations), 23.34.012 (NR Small Lot), 23.34.013 (multi-family designations), and 23.34.014, .018, and .020 (LR designations). Despite the considerable amount of overlapping criteria, key considerations are zoning compatibility with the neighborhood and land use planning for the area.

3. Contract Rezone, SMC 23.34.004. As this is a contract rezone, a Property Use and Development Agreement, or PUDA, will be executed and recorded.⁵ The code details payment and performance requirements.⁶ The PUDA should include conditions requiring property development to substantially conform with the approved Master Use Permit #3036119-LU plans. Should the site be later upzoned as detailed at hearing, revisions should be allowed.

4. "M" Suffix: Mandatory Housing Affordability, SMC 23.34.006. With the proposed zoning, the site is subject to MHA requirements at SMC 23.58B and/or 23.58C. The existing zoning does not contain an "M" suffix but the site would with the proposed zoning.⁷ As zoned capacity would increase by a single category, the M1 suffix applies.⁸ The development is for 100% affordable units, so exceeds MHA requirements.

5. Rezone Evaluation, SMC 23.34.007. Applicable sections of Ch. 23.34 SMC on rezones are weighed and balanced together to determine the most appropriate zone and height designation.⁹ Zone function statements are used "to assess the likelihood that the area proposed to be rezoned would function as intended."¹⁰ "No single criterion ... shall be applied as an absolute requirement or test of the appropriateness of a zone designation ... unless a provision indicates the intent to constitute a requirement...."¹¹ The most appropriate zone designation is the one "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."¹²

³ Exhibit 1.

⁴ SMC 23.76.004(C); SMC 23.76.004, Table A.

⁵ SMC 23.34.004.

⁶ See e.g., Ch. 23.58B and .58C SMC.

⁷ SMC 23.34.006.

⁸ SMC 23.34.006; see also Director's Rule 14-2016.

⁹ SMC 23.34.007.

¹⁰ SMC 23.34.007(A).

¹¹ SMC 23.34.007(B).

¹² SMC 23.34.008(B).

6. Match Between Zone Criteria and Area Characteristics, SMC 23.34.008(A) and (B). The proposal is a good fit within the area. The LR2 designation meets functional and locational criteria. The affordable housing project supports the surrounding neighborhood and larger community. The project promotes pedestrian activity with access to transit and urban services and amenities. The site is separated from lower density residential areas by physical edges, including right-of-way, building spacing with respect to the right-of-way (staggered front yard areas), design (including height compatible with surrounding uses and gabled roofing), and site location. LR3 area-wide zoning is expected to be reviewed by the Council later this year and would likely also be appropriate for the site.

7. Neighborhood Plan/Precedential Effect, SMC 23.34.008(C) and (D). The site has been zoned for single-family uses since annexation into the city, but over the years the area has increasingly moved toward a more integrated, denser neighborhood proximate to transit and urban services. The Greenwood-Phinney Neighborhood Plan provides for high quality development supported by services, which is compatible with existing use, scale, and character, and promotes a range of housing types, including smaller affordable housing units. The project includes 53 low-income multi-family units and the design uses gabled roofing, modulated building massing along Fremont Avenue N frontage to reduce appearance of bulk and provides for a 40-foot height to mesh with the NR3 zone's 35-foot single family residence height limit.

8. Zoning Principles, SMC 23.34.008(E). The proposed LR2 zoning provides an appropriate transition between surrounding zoning and uses. The site is adjacent to NC3-55 (55-foot height limits) and NR3 zoning, with its 35-foot height limits for residences. The LR2 zoning, with the 40-foot overall height is an appropriate transition. The planned uses are appropriate for the context. The existing Boys and Girls Club, which next door on the project's north side, is the only immediately surrounding non-residential use. Other existing uses are residential, consistent with the use and zoning proposed, and surrounding zoning.

9. Impact Evaluation, SMC 23.34.008(F). The rezone meets the compatibility standards for the surrounding neighborhood. Housing capacity is increased and the project will be adequately supported by public services and infrastructure, including pedestrian amenities and sidewalks. There is adequate street access, street capacity, transit, utility, and sewer capacity. The project is consistent with area aesthetics and does not adversely impact environmental conditions. It positively contributes to the need for affordable housing. No market-rate housing is provided. 11 parking spaces are on site, though demand was estimated at 27. The unmet need was determined to be adequately met through overflow parking.

10. Changed Circumstances, SMC 23.34.008(G). Changed circumstances are considered but need not be demonstrated. The area has seen increasing density and heights and denser housing to accommodate housing needs. The site is adjacent to the Greenwood-Phinney Ridge Residential Urban Village, which is expected to be proposed for expansion to include the project site.

11. Overlay Districts and Critical Areas, SMC 23.34.008(H) and (I). The site is adjacent to the Greenwood-Phinney Ridge Residential Urban Village but is not yet incorporated into an overlay district. There are no on-site critical areas.

12. Heights, SMC 23.34.009. The project's height is consistent with LR2 zone function, which supports pedestrian oriented residences compatible with the area. The modest 40-foot height proposed follows area topography and will have limited view impacts. The rezone and project include setbacks coupled with height and scale transitions. The increase is compatible with the surrounding area, including land use plans for the area.

13. NR1, NR2, and NR3 Designations, SMC 23.34.010, .011. The site and surrounding area do not meet the locational criteria for an NR designation. Percentages of single-family structures on adjacent blocks are generally less than 70%, when measured by block frontage length and accounting for actual use, including open space and undeveloped land.¹³ The Greenwood/Phinney Ridge Neighborhood Plan does not specifically identify the site as appropriate for single-family residential uses and the area surrounding the site has not had an increasing trend toward single-family uses over the last five years.

14. Neighborhood Residential Small Lot, SMC 23.34.012. The RSL criteria encourage separation from major arterial streets and frequent transit service, implying these areas may be more suitable for multi-family uses. The site is within a frequent transit service area and within a half-block of a major arterial street, so is not the best fit for an RSL designation.

15. Multifamily Designations, SMC 23.34.013. Rezoning an NR site to multi-family is based on SMC 23.34.010.B, which provides for location within an urban village, which is not the current condition.

16. LR Designation, SMC 23.34.014, .018, .020. The site, just outside an urban village, fronts on a local street characterized by a mix of housing types, including single-and-multi-family structures and is proximate to community and retail services. Aside from being a half-block north of a principal arterial street, the surrounding area is suited for local access and circulation. The LR1 designation is not the ideal fit as the site and immediate area are transitioning away from single-family character. Also, the proximity of a principal arterial street (N. 85th Street) makes the site more suitable for an LR2 designation. The LR1 zone would provide a bulk and scale transition between the adjacent NR and NC zones but the maximum permitted height in LR1 is the same as in the NR zones. The slightly higher LR2 height would provide better transitioning.

LR2 is also a better fit given site adjacency to the Greenwood-Phinney Ridge Residential Urban Village. Nearby structures within the Village are generally comparable in height to nearby single-family dwellings but a number have much larger footprints. With its building height and floor-area-ratio (FAR) maximums in between those of the adjacent NR and NC zones, LR2 provides a gradual transition. The site is well supported for LR2 uses from a transportation perspective, and by urban services, including community centers, a public park, and good pedestrian access. For similar reasons, LR3 is also appropriate, but the site is not yet within an urban center, urban village or station area overlay district. If the adjacent Greenwood-Phinney Ridge Residential Urban Village expands to include the site, LR3 may be the better zone.

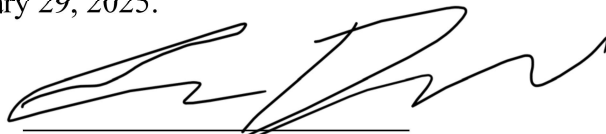
¹³ For detailed analysis, see Exhibit 4 (Rezone Analysis), pp. 26-28.

17. Conclusion. Considering Ch. 23.34 SMC criteria together, the most appropriate zone designation for the site is LR2 (M), with a PUDA. With the proposal's additional affordable housing and pedestrian oriented focus, and design, this zoning would better fulfill Comprehensive Plan objectives for the area. LR3 zoning may also be appropriate but this will require legislative evaluation.

RECOMMENDATION

The Hearing Examiner recommends that the City Council **APPROVE** the requested rezone subject to a PUDA, with the Department's recommended conditions, Attachment 1.

Entered January 29, 2025.

A handwritten signature in black ink, appearing to read 'S. Drummond', written over a horizontal line.

Susan Drummond, Deputy Hearing Examiner

Attachment 1
Recommended Conditions
Contract Rezone

These conditions should be contained in the PUDA:

Prior to Issuance of a Master Use Permit

1. The rezone includes a Mandatory Housing Affordability designation of M1.
2. Development of the rezoned property shall be subject to the requirements of SMC 23.58B and/or 23.58C. The PUDA shall specify the payment and performance calculation amounts for purposes of applying Chapter 23.58B and/or 23.58C

Prior to Issuance of a Building Permit

3. Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU, provided that, should the City Council adopt legislation that implements a zoning designation for the site with higher development capacity than LR2, the Applicant may revise its proposal to fully conform with the later-adopted zoning designation.

Concerning Further Review

NOTE: It is the responsibility of the person seeking to appeal a Hearing Examiner's recommendation to consult appropriate Code sections to determine applicable rights and responsibilities.

Under SMC 23.76.054, a person who submitted comment to the Department or Hearing Examiner may submit an appeal of the recommendation in writing to the City Council. The appeal must be submitted within fourteen (14) calendar days following the date of the issuance of the recommendation of the Hearing Examiner, and be addressed to:

Seattle City Council
Planning, Land Use and Zoning, c/o Seattle City Clerk
Physical Address: 600 Fourth Avenue, Floor 3, Seattle, WA 98104
Mailing Address: P.O. Box 94728, Seattle, WA 98124-4728

The appeal shall clearly identify specific objections to the Hearing Examiner's recommendation and specify the relief sought. Review code language for exact language and requirements, which are only summarily described above. Consult the City Council committee named above for further information on the Council review process.

**BEFORE THE HEARING EXAMINER
CITY OF SEATTLE**

CERTIFICATE OF SERVICE

I certify under penalty of perjury under the laws of the State of Washington that on this date I sent true and correct copies of the attached **FINDINGS AND RECOMMENDATION** to each person listed below, or on the attached mailing list, in the matter of **BLAIR STONE**. Case Number: **CF-314491** in the manner indicated.

Party	Method of Service
Applicant Blair Stone blairs@encorearchitects.com	<input type="checkbox"/> U.S. First Class Mail, postage prepaid <input type="checkbox"/> Inter-office Mail <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Hand Delivery <input type="checkbox"/> Legal Messenger
Applicant Legal Counsel, McCullough Hill PLLC Steve Gillespie steve@mhseattle.com	<input type="checkbox"/> U.S. First Class Mail, postage prepaid <input type="checkbox"/> Inter-office Mail <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Hand Delivery <input type="checkbox"/> Legal Messenger
Department, SDCI Greg Johnson greg.johnson@seattle.gov SCI Routing Coordinator SCI_Routing_Coordinator@seattle.gov SCI_LUIB SCI_LUIB@seattle.gov PRC@Seattle.Gov Tonya Capps Tonya.Capps@seattle.gov Nathan Torgelson nathan.torgelson@seattle.gov	<input type="checkbox"/> U.S. First Class Mail, postage prepaid <input type="checkbox"/> Inter-office Mail <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Hand Delivery <input type="checkbox"/> Legal Messenger

<p>Roger Wynne roger.wynne@seattle.gov</p> <p>Ketil Freeman ketil.freeman@seattle.gov</p>	
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Dated: January 29, 2025.

/s/ Angela Oberhansly
Angela Oberhansly, Legal Assistant



CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Record Number: 3036119-LU

Applicant: Blair Stone, Encore Architects

Address of Proposal: 8601 Fremont Avenue N.

SUMMARY OF PROPOSAL

Council Land Use Action to rezone a parcel of land from NR3 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (53-units total). Parking for 11 vehicles proposed.

The following approval is required:

I. Amendment to Official Land Use Map (Contract Rezone) (SMC Chapter 23.34)

SEPA DETERMINATION

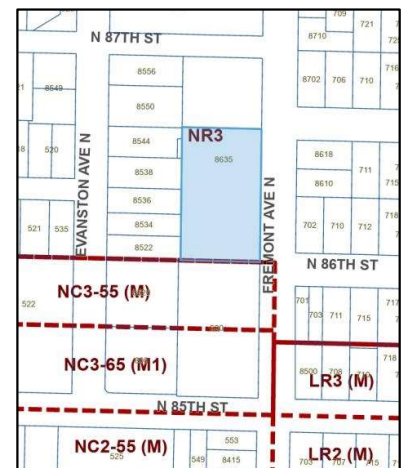
- ☐ Determination of Nonsignificance (DNS)
 - ☐ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.
 - ☐ No mitigating conditions of approval are imposed.
- ☐ Determination of Significance (DS) – Environmental Impact Statement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

SITE AND VICINITY

Site Description: The site is a relatively flat rectangular-shaped parcel located midblock on Fremont Avenue N. between N. 87th Street to the north and N. 85th Street to the south. The site is occupied by a recreational field associated with the Boys and Girls Club located on the adjacent parcel to the north.

Site Zone: Neighborhood Residential 3 (NR3)

Zoning Pattern: (North) NR3
 (South) Neighborhood Commercial 3-with a 55' height limit (M) [NC3-55 (M)]
 (East) NR3
 (West) NR3



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.

The site is located a half-block to the north of N. 85th Street, which is a principal arterial street. Fremont Avenue N. is a local street. Generally, the higher intensity zones are located within proximity of that street within the surrounding area. Zones gradually transition to lower densities to the north and south of that street.

Environmentally Critical Areas: There are no mapped ECAs on the site

PUBLIC COMMENT

The public comment period ended on April 18, 2022. Comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to housing affordability, parking and the availability of park space.

I. ANALYSIS – CONTRACT REZONE

SMC 23.34.004 CONTRACT REZONES.

- A. *Property Use and Development Agreement. The Council may approve a map amendment subject to the execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone. All restrictions imposed by the PUDA shall be directly related to the impacts that may be expected to result from the rezone.*

A Property Use and Development Agreement (PUDA) will be executed and recorded as a condition of the contract rezone. The Director recommends that the PUDA should require that development of the rezoned property is in substantial conformance with the approved plans for Master Use Permit number 3036119-LU.

- B. *Notwithstanding any contrary provision of subsection 23.34.004.A, the Council may approve a map amendment subject to execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions applying the provisions of Chapter 23.58B or Chapter 23.58C to the property. The Director shall by rule establish payment and performance amounts for purposes of subsections 23.58C.040.A and 23.58C.050.A that shall apply to a contract rezone until Chapter 23.58C is amended to provide such payment and performance amounts for the zone designation resulting from a contract rezone.*

As noted above, in November 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, *Affordable Housing Impact Mitigation Program Development Program for Commercial Development* (MHA-C). The Council followed this, in August 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, *Mandatory Housing Affordability for Residential Development* (MHA-R). The rezoned property is subject to Chapters 23.58B and 23.58C through the terms of a contract rezone in accordance with SMC 23.34.004 and Director's Rule 14-2016.

A PUDA will be executed and recorded as a condition of the contract rezone and shall require that the rezoned property be subject to the requirements of *SMC 23.58B and 23.58C*. A Director's Rule (*Application of Mandatory Housing Affordability for Residential Development [MHA-R] in contract rezones, DR 14-2016*) has been approved pursuant to *SMC 23.34.004.B*. The rule specifies how to determine the appropriate MHA suffix.

The Director's Rule provides a phased implementation calculation for proposals with complete Master Use Permit applications submitted before January 1, 2016. The subject application was submitted after this date (complete: February 23, 2022) so the phased implementation provisions do not apply. The application of the Director's Rule indicates that the proposed rezone from NR3 to LR2 would fall into tier *M1*, and therefore receive an (*M1*) suffix.

- C. *A contract rezone shall be conditioned on performance or compliance with the terms and conditions of the PUDA. Council may revoke a contract rezone or take other appropriate action allowed by law for failure to comply with a PUDA. The PUDA shall be approved as to form by the City Attorney and shall not be construed as a relinquishment by the City of its discretionary powers.*

A PUDA will be executed and recorded as a condition of the contract rezone from NR3 to LR3 (*M1*) with the condition that the development shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU. The recorded condition will facilitate the use of an MHA suffix and any associated development standards identified in the Code for Lowrise 2 zones.

- D. *Waiver of Certain Requirements. The ordinance accepting the PUDA may waive specific bulk or off-street parking and loading requirements if the Council determines that the waivers are necessary under the agreement to achieve a better development than would otherwise result from the application of regulations of the zone. No waiver of requirements shall be granted that would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

At the time of SDCI recommendation, no waivers to requirements were requested.

23.34.006 - Application of MHA suffixes in Type IV rezones

- A. *When the Council approves a Type IV amendment to the Official Land Use Map that increases development capacity in an area to which Chapters 23.58B and 23.58C have not previously been applied, the following provisions govern application of Chapters 23.58B and 23.58C to the rezoned area through use of a mandatory housing affordability suffix:*
1. *If the rezone is to another zone in the same MHA zone category according to Table A for 23.34.006, the new zone should have a (M) suffix.*
 2. *If the rezone is to another zone that is one category higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M1) suffix.*
 3. *If the rezone is to another zone that is two or more categories higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M2) suffix.*

The proposed LR2 zone is one category higher than the existing zone of NR3 according to Table A for 23.34.006. Based on this, the new zone should have an *M1* suffix.

B. *When the Council approves a Type IV amendment to the Official Land Use Map in an area to which Chapters 23.58B and 23.58C have previously been applied through the use of a mandatory housing affordability suffix, the suffix for the new zone shall be determined as follows:*

1. *If the rezone would not increase development capacity or is to another zone in the same MHA zone category according to Table A for 23.34.006, the MHA suffix should not change.*
2. *If the rezone is to another zone that is one category higher than the existing zone according to Table A for 23.34.006, the new zone should:*
 - a. *Have a (M1) suffix if it currently has an (M) suffix; or*
 - b. *Have a (M2) suffix if it currently has an (M1) or (M2) suffix.*
3. *If the rezone is to another zone that is two or more categories higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M2) suffix.*

Chapters 23.58B and 23.58C have not been previously applied to this site. The site is currently zoned NR3 with no MHA suffix.

SMC 23.34.007 Rezone Evaluation.

- A. *The provisions of this chapter shall apply to all rezones, except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets these provisions. In addition, the zone function statements, which describe the intended function of each zone designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.*

This rezone is not proposed to correct a mapping error, and therefore the provisions of this chapter apply. In evaluating the proposed rezone, the provisions of this chapter have been weighed and balanced together to determine which zone and height designation best meets the provisions of the chapter. Additionally, the zone function statements have been used to assess the likelihood that the proposed rezone will function as intended.

- B. *No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.*

This analysis evaluates a range of criteria as they apply to the subject rezone and as identified in Chapter 23.34 Amendments to Official Land Use Map (Rezones) and Seattle Municipal Code (listed at the beginning of this “Analysis” section) and subject to the requirements of SMC 23.58.B and 23.58.C. No provision of the rezone criteria establishes a particular requirement or sole criterion that must be met for rezone approval. Thus, the various provisions are to be weighed and balanced together to determine the appropriate zone designation for the property.

- C. *Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones, except that Comprehensive Plan Shoreline Environment Policies shall be used in shoreline environment redesignations as provided in SMC subsection 23.60A.042.C.*

The proposed rezone is not a shoreline environment redesignation. The Comprehensive Plan Shoreline Policies were not used in this analysis.

- D. Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.*

The subject site is not located within an urban center or village. The proposed rezone has been evaluated according to the provisions of this chapter that apply to areas that are outside of urban villages.

- E. The procedures and criteria for shoreline environment redesignations are located in Sections 23.60A.042, 23.60A.060 and [23.60A.220](#).*

The subject rezone is not a redesignation of a shoreline environment and therefore is not subject to Shoreline Area.

- F. Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in SMC Chapter 23.76 and do not require the evaluation contemplated by the provisions of this chapter.*

The subject rezone is not a correction of a mapping error and so should not be evaluated as a Type V Council land use decision.

SMC 23.34.008 General rezone criteria.

- 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 125% of the growth targets adopted in the Comprehensive Plan for that center or village.*
- 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 Growth Strategy Element of the Comprehensive Plan.*

The site is not located within an urban center or urban village. This standard does not apply.

- B. Match between Established Locational 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.*

This proposed rezone includes a change to the zone designation; therefore, an analysis of the zone type and locational criteria is required. Please see the functional and locational criteria analyses for the relevant zones in the sections below. Analyses of the Neighborhood Residential zones (NR1, NR2, and NR3), the Residential Small Lot zone (RSL), and the Lowrise zones (LR1, LR2, and LR3) are included.

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

Zoning History

The site was annexed into the City of Seattle in 1953 through Ordinance 82425. Available historic zoning maps show that the site has been consistently zoned to allow for detached single-family dwellings as primary land uses.

- **1961 Zoning Map:** The site is identified with RS 5000 zoning. The RS denotes single-family zoning.
- **1973 Zoning Map:** The site is identified with RS 5000 zoning. The RS denotes single-family zoning.
- **2022 Ordinance 126509:** This ordinance changed the names of Single Family zones to the comparable Neighborhood Residential zones. The previous Single Family 5000 (SF5000) zone became the Neighborhood Residential 3 (NR3) zone.

Potential Zoning Changes

The current draft of the One Seattle Comprehensive Plan and its related Growth Strategy and Zoning Update propose to change the zoning of the site and some of the area surrounding the site that is currently zoned NR3. The zoning update would extend the boundary of the Greenwood-Phinney Ridge Residential Urban Village to include the project site and would rezone the project site and the block it is located within to LR3. The zoning update is anticipated to occur in 2025.

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 applicable Greenwood/Phinney Ridge Neighborhood Plan (adopted November 18, 1999, ordinance 119743) can be found in the City of Seattle Comprehensive Plan Neighborhood Plans, beginning on page 323.

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

The project site is located in the Greenwood/Phinney Ridge Neighborhood Plan area. The adopted Seattle 2035 Comprehensive Plan contains policies specific to the Greenwood/Phinney Ridge Neighborhood, which includes the project site. The adopted policies within this neighborhood plan do not include any policies that specifically refer to future rezones. The following goals and policies may apply to the proposed rezone:

Land Use and Community Character Goals:

Goal G/PR-G5 *A high-quality living environment with areas of higher densities concentrated where services are located.*

Goal G/PR-G6 *A neighborhood that grows in a manner that is compatible with existing scale and character.*

Goal G/PR-G7 *A neighborhood where the scale and character of historical or existing neighborhood residential areas have been maintained.*

Land Use and Community Character Policies

Policy G/PR-P4 *Encourage development in commercial and multifamily zones that is consistent and compatible with neighborhood scale and character.*

The proposed development associated with the contract rezone is consistent with this policy due to the project site's location on a block face that does not include single-family residential development, the site's separation from single-family development by Fremont Avenue N., which has an approximately 65 foot right-of-way width, and a change in the block orientation across that street, and design elements that are intended to provide compatibility with existing neighborhood scale. These design elements include:

1. The use of sloped roofs on the proposed buildings to provide a roof pattern that is generally consistent with that of single-family dwellings.
2. A modulated building massing appearance along the Fremont Avenue N. frontage to reduce the bulk of the buildings' appearance.
3. An overall height of 40 feet that is compatible with the maximum permitted height of 35 feet for single-family dwellings in the existing NR3 zone.

Housing Goal

Goal G/PR-G10 *A neighborhood with a varied housing stock and a wide range of affordability that serves a diverse population.*

Housing Policies

G/PR-P14 *Support the development of smaller affordable housing units.*

The development proposal associated with the rezone includes 53 low-income multi-family housing units.

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 adopted portions of the Greenwood/Phinney Ridge Neighborhood Plan do not include any 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.*

The Council-adopted portions of the Greenwood/Phinney Ridge Neighborhood Plan do not identify any specific areas for rezone.

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 site is currently zoned NR3 for single-family development and is located adjacent to an NC3-55 zone, which allows for multi-family development with a maximum height of 55 feet. The proposed LR2 zone would strengthen the gradual transition between zoning categories by introducing a zone between the NR3 and NC3-55 zones with a maximum height of 40 feet, which is in-between the maximum heights of the adjacent NR3 (35-foot height limit) and NC3-55 (55 foot height limit) zones.

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;*
 - b. *Freeways, expressways, other major traffic arterials, and railroad tracks;*
 - c. *Distinct change in street layout and block orientation;*
 - d. *Open space and greenspaces;*

A distinct change in street and block orientation occurs to the east of the project site along Fremont Avenue N. The project site is on a half-block without single-family dwellings where development is oriented to the east. The adjacent blocks to the east of the project site have an orientation where development, primarily single-family development, faces north and south except for one house directly across from the site on Fremont Avenue N. that faces west. This physical buffer in the form of a block orientation change will aid in the separation of the site and its multi-family uses from the surrounding development within the NR3 zone.

The project site also shares a zoning boundary with the NR3 zone along its west property line. Existing single-family development to the west is oriented to Evanston Avenue N. and generally faces away from the project site. Although it isn't platted, a shared driveway also separates the project site from development to the west.

3. *Zone Boundaries*
 - a. *In establishing boundaries the following elements shall be considered:*
 - (1) *Physical buffers as described in 23.34.008.E.2; and*
 - (2) *Platted lot lines.*

The boundaries of the proposed rezone follow the boundaries of an existing parcel generally following an established recreational field associated with the Boys and Girls Club, which is located on an adjacent parcel to the north of the site. The east boundary of the zone change abuts Fremont Avenue N., which separates the site from blocks that are primarily comprised of single-family development. The south boundary separates the site from existing multi-family development. The west boundary separates the site from existing parcels that are developed with single-family residential development with frontage on Evanston Avenue N. Although not all of these boundaries follow platted lot lines, they define distinct boundaries between the site and other uses, whether single-family, multi-family or community center. The proposed LR2 zone is a zone with height and scale characteristics that will provide an appropriate transition among these varied existing uses.

- 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.*

The existing Boys and Girls Club on the adjacent parcel to the north of the project site is the only non-residential use immediately surrounding the project site. All other existing uses are residential and the existing and proposed zones are all residential zones. This proposed rezone will not affect the orientation of future commercial uses.

- 4. In general, height limits greater than 55 feet should be limited to urban villages. Height limits greater than 55 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.*

The proposed rezone to LR2 would permit building heights up to 40 feet.

- 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;*

The proposal would benefit this potential impact by providing 53 units of low-income housing.

- b. Public services;*

Though demand for public services may increase with an increased population of residents, sufficient public services exist to serve the surrounding area with the addition of the proposed development. With respect to utility and sewer capacity, a Water Availability Certificate will be required. No issues of water or sewer capacity are anticipated given infrastructure upgrades implemented by Seattle Public Utilities (SPU).

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

As a multi-family residential proposal of 53 dwelling units, this development proposal is not expected to significantly contribute to environmental factors such as noise, air and water quality, terrestrial and aquatic flora and fauna, odor and energy conservation. There are no elements within the applicant's rezone proposal that are expected to create a significant amount of glare. Because the proposed building height is compatible with surrounding residential uses, significant amounts of shadows are not anticipated. The maximum proposed building height of 40 feet is 5 feet taller than the maximum height of 35 feet permitted within the adjacent NR3 zone. There are no existing trees on the site.

- d. Pedestrian safety*

Sidewalks exist along the project site's frontage on Fremont Avenue N. Construction of the development proposal will have minimal impact on existing sidewalks other than to introduce a driveway access and curb cut along the Fremont Avenue N. frontage.

e. *Manufacturing activity;*

The proposed rezone to LR2 is unlikely to impact current or future manufacturing activity within the project site and in the surrounding area. The surrounding area is primarily residential in nature with some commercial uses along NW 85th Street. Neither the existing nor proposed zones permit industrial uses.

f. *Employment activity;*

The proposed rezone is unlikely to impact employment activity. As described above, the site and surrounding neighborhood is primarily residential in nature. Neither the existing nor proposed zones permit significant commercial land uses.

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

There are no existing buildings on-site. There are no designated landmark buildings surrounding the site, nor any properties listed for potential landmark status.

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

There are no shoreline views from the project site. Although the site currently appears to serve as a recreational field related to the adjacent Boys and Girls Club, it is not a public park.

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;*
- b. *Street capacity in the area;*
- c. *Transit service;*
- d. *Parking capacity;*
- e. *Utility and sewer capacity;*
- f. *Shoreline navigation*

The applicant submitted a Transportation Assessment dated April 11, 2022, examining potential traffic and parking impacts. The assessment found that “The project would not adversely affect traffic operations at this location, and the relatively low number of estimated project trips are not anticipated to adversely affect traffic conditions in the site vicinity.”

The applicant submitted a memorandum entitled “Response to City Comments” dated July 9, 2024, which updated traffic information and examined parking impacts related to the development proposal. The memorandum continued to show that traffic conditions were not anticipated to be adversely affected by the proposed development. For vehicle trips, the memorandum estimated 14 AM peak hour trips and 17 PM peak hour trips. For parking, the memorandum estimated a parking demand of 27 parking spaces for the proposed development, which would create a need for 16 parking spaces that could not be provided by the 11 parking spaces with the proposed development.

The applicant subsequently submitted a Technical Memorandum for an “On-Street Parking Utilization Study” dated July 29, 2024, so show that sufficient on-street parking capacity exists in the surrounding blocks to accommodate these 16 spillover parking spaces. The memorandum “determined that parking utilization ranged from 58% to 67% on typical weekday evenings” in the surrounding streets and “the number of unused spaces ranged from 99 to 127 spaces.” The memorandum added “The study area for the on-street parking analysis included all roadways within an 800-foot walking distance from the project site”, which is the distance recommended for study according to the SDCI Tip #135 that provides direction for the preparation of parking utilization studies. Based on the results of these memorandums, the proposed development will not significantly impact street access to the area or street capacity of the area because of the relatively low number of anticipated vehicle trips. The results also show that sufficient on-street parking capacity exists in the surrounding blocks to accommodate the expected spillover parking need from the proposed development.

The site is located within an area of frequent transit service with a high-level of transit capacity.

With respect to utility and sewer capacity, a Water Availability Certificate will be required. No issues of water or sewer capacity are anticipated given infrastructure upgrades implemented by Seattle Public Utilities (SPU).

The project site is not located within or near any shoreline area and will therefore have no impacts to shoreline navigation.

- 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 23.34.*

The site is located adjacent to the Greenwood-Phinney Ridge Residential Urban Village. The current draft of the One Seattle Comprehensive Plan 2040 proposes extending the Greenwood-Phinney Ridge Residential Urban Village to include the project site and a significant area around the project site. The Growth Strategy and Zoning Update related to the draft comprehensive plan proposes to change the zoning of the site and some of the area surrounding the site from NR3 to LR3, which is one zoning classification higher than the LR2 zone proposed within this application. At this time, the zoning update is anticipated to occur mid-2025.

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

The site is not in an overlay district but is located adjacent to the Greenwood-Phinney Ridge Urban Village. Residential urban villages are areas of residential development generally at lower densities than urban centers or hub urban villages. While they are also sources of goods and services for residents and surrounding communities for the most part they do not offer many employment opportunities.

- 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.*

There are no mapped critical areas identified on the site. This criterion is not applicable.

23.34.010 - Designation of NR1, NR2, and NR3 zones

- A. *Except as provided in subsection 23.34.010.B, areas zoned NR1, NR2, or NR3 may be rezoned to zones more intense than NR3 only if the City Council determines that the area does not meet the locational criteria for NR1, NR2, or NR3 zones.*
- B. *Areas zoned NR1, NR2, or NR3 that meet the locational criteria contained in subsections 23.34.011.B.1 through 23.34.011.B.3 may only be rezoned to zones more intense than NR3 if they are located within the adopted boundaries of an urban village, and the rezone is to a zone that is subject to the provisions of [Chapter 23.58B](#) and [Chapter 23.58C](#).*

The site is currently zoned NR3. As described in the sections below that examine the site's applicability to the rezone criteria for various Neighborhood Residential zones, the site does not meet locational criteria located in 23.340.011.B.1 through 23.34.011.B.3 or the locational criteria of any of the NR zones.

23.34.011 - NR1, NR2, and NR3 zones, function, and locational criteria

- A. *Function. An area that provides predominantly detached single-family structures on lot sizes compatible with the existing pattern of development and the character of neighborhood residential areas.*
- B. *Locational criteria. An NR1, NR2, or NR3 zone designation is most appropriate in areas that are outside of urban centers and villages and meet the following criteria:*

- 1. *Areas that consist of blocks with at least 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use; or*

The applicant's Rezone Evaluation dated August 12, 2024, shows on page 28 that the site and surrounding blocks do not consistently meet this 70% minimum standard for single-family residential land uses. Most adjacent blocks surrounding the site, using the definition of "block" in the Seattle Land Use Code, to the north, south, and west of the site do not have at least 70% of existing structures in single-family residential use. The block including the site does have at least 70% of existing structures within single-family residential use. However, this percentage is skewed by the fact that the site itself comprises approximately half of the block area but does not contain any existing structures. The applicant's analysis of surrounding blocks further examines the percentage of single-family uses based on the length of each block face and shows that blocks to the north, south, and west are comprised of less than 70% single-family uses based on the percentage of each block length. Only the blocks to the east of the project site are more than 70% single-family based on block length.

- 2. *Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use; or*

The adopted Greenwood/Phinney Ridge Neighborhood Plan, which is housed within the Seattle Comprehensive Plan, does not specifically designate the area containing the project site as appropriate for single-family residential uses. The adopted neighborhood plan contains policies related to scale, preservation, and affordability of existing residential structures, but does not specifically address the appropriateness of single-family residential uses.

3. *Areas that consist of blocks with less than 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:*
 - a. *The construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or*
 - b. *The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, not including detached accessory dwelling units, or*
 - c. *The number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or*
 - d. *The area's location is topographically and environmentally suitable for single-family residential developments.*

The applicant's Rezone Evaluation on page 29 demonstrates that there is not an increasing trend toward single-family residential uses in surrounding blocks comprised of less than 70% single-family residential. New single-family dwellings have not been constructed recently on these blocks within the last five years. The applicant's research shows only one remodel permit for an existing single-family dwelling in the last five years. However, the number of existing single-family structures has remained stable in the last five years.

The area's relatively flat topography is generally suitable for single-family development, these characteristics do not demonstrate an increasing trend toward single-family residential use. This is particularly true on the project site, which is currently vacant and without existing structures.

- C. *An area that meets at least one of the locational criteria in subsection 23.34.011.B should also satisfy the following size criteria in order to be designated as a NR1, NR2, or NR3 zone:*
 1. *The area proposed for rezone should comprise 15 contiguous acres or more, or should abut existing NR1, NR2, or NR3 zones.*
 2. *If the area proposed for rezone contains less than 15 contiguous acres, and does not abut existing NR1, NR2, or NR3 zones, then it should demonstrate strong or stable single-family residential use trends or potentials such as:*
 - a. *That the construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or*
 - b. *That the number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or*
 - c. *That the area's location is topographically and environmentally suitable for single-family structures, or*
 - d. *That the area shows an increasing number of improvements or rehabilitation efforts to single-family structures, not including detached accessory dwelling units.*

The area surrounding the project site does not meet any of the criteria in subsection 23.34.011.C.

- D. *Half-blocks at the edges of NR1, NR2, or NR3 zones which have more than 50 percent single-family structures, not including detached accessory dwelling units, or portions of blocks on an arterial which have a majority of single-family structures, not including detached accessory dwelling units, shall generally be included. This shall be decided on a case-by-case basis, but the policy is to favor including them.*

The half-block including the project site on the west side of Fremont Avenue N. does not have more than 50 percent single-family structures. So, the half-block containing the project site does not meet this criterion.

23.34.011 Analysis Summary. The characteristics of the site and surrounding area do not meet any of the locational criteria in SMC 23.34.011.B. Percentages of single-family structures on blocks adjacent to the site are below 70%. As measured by block frontage length, most of the surrounding blocks, including the block containing the site, are below 70% single-family residential. The adopted Greenwood/Phinney Ridge Neighborhood Plan does not specifically identify the site as appropriate for single-family residential uses. The area surrounding the site does not demonstrate an increasing trend toward single-family residential uses over the last five years.

23.34.012 - Neighborhood Residential Small Lot (RSL) zone, function, and locational criteria

- A. *Function. An area within an urban village that provides for the development of homes on small lots that may be more affordable compared to detached homes on larger lots and appropriate for households with children.*
- B. *Locational criteria. An RSL zone is most appropriate in areas generally characterized by the following:*
 - 1. *The area is similar in character to neighborhood residential zones;*

The site is located on a half block that is shared with a community center land use and multi-family residential land uses. The applicant has demonstrated in the submitted Rezone Evaluation that the area immediately surrounding the site is comprised of a significant percentage of land uses, primarily multi-family residential uses, that are not similar in character to neighborhood residential zones.

- 2. *The area is located inside an urban center, urban village, or Station Area Overlay District where it would provide opportunities for a diversity of housing types within these denser environments;*

The site is not located within an overlay.

- 3. *The area is characterized by, or appropriate for, a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as duplex, triplex, rowhouse, and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;*

The site is located at a transition between single-family and multi-family uses. However, existing multi-family uses along N. 85th Street were generally constructed as multi-family buildings in the form of townhouses and apartment buildings, not as single-family buildings that were converted to multi-family residential.

- 4. *The area is characterized by local access and circulation that can accommodate low density development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;*

The site is located a half block north of N. 85th Street, which is an arterial street that allows for connections beyond the local street network.

5. *The area is within a reasonable distance of frequency transit service but is not close enough to make higher density multifamily development more appropriate.*

The site is located within an area of frequent transit service due to its location in proximity to N. 85th Street. Its location within a frequent transit service area appears to conflict with the intent of this criterion to be a reasonable distance from these areas.

6. *The area would provide a gradual transition between neighborhood residential zoned areas and multifamily or neighborhood commercial zoned areas; and*

The project site is located at a transition point between areas zoned neighborhood residential and areas zoned for neighborhood commercial. However, this transition is rather abrupt, occurring within adjacent blocks, and may not provide the gradual transition envisioned by this criterion.

7. *The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.*

The site is located approximately a quarter mile to the east of the Greenwood Avenue and 85th Street intersection, which is the primary commercial intersection in the vicinity of the site. The area surrounding that intersection is well served by commercial businesses. A community center, The Boys and Girls Club, is located adjacent to the project site to the north. A public park is located on the adjacent block to the north of the site.

23.34.012 Analysis Summary. The RSL location criteria encourages significant separation from major arterial streets and frequent transit service areas implying that areas with these characteristics may be more suitable for multi-family development. The site's location within a frequent transit service area and within a half-block of a major arterial street is not consistent with the RSL location criteria, which prefer locations farther away from these characteristics.

23.34.013 - Designation of multifamily zones

An area zoned neighborhood residential that meets the criteria of Section [23.34.011](#) for designation as NR1, NR2 or NR3 may not be rezoned to multifamily except as otherwise provided in Section 23.34.010.B.

Please see the discussion within this report under SMC 23.34.011 for more information about the relationship of the project site to the criteria in section 23.34.011.

23.34.014 - Lowrise 1 (LR1) zone, function and locational criteria

- A. *Function. The function of the LR1 zone is to provide opportunities for low-density multifamily housing, primarily rowhouse and townhouse developments, through infill development that is compatible with single-family dwelling units, or through the conversion of existing single-family dwelling units to duplexes or triplexes.*
- B. *Locational Criteria. The LR1 zone is most appropriate in areas generally characterized by the following conditions:*
1. *The area is similar in character to neighborhood residential zones;*
 2. *The area is either:*

- a. *located outside of an urban center, urban village, or Station Area Overlay District;*
- b. *a limited area within an urban center, urban village, or Station Area Overlay District that would provide opportunities for a diversity of housing types within these denser environments; or*
- c. *located on a collector or minor arterial;*
- d. *The area is characterized by a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as rowhouse and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;*
- e. *The area is characterized by local access and circulation that can accommodate low density multifamily development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;*
- f. *The area would provide a gradual transition between neighborhood residential zoned areas and multifamily or neighborhood commercial zoned areas; and*
- g. *The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.*

23.34.014 Analysis. The project site and surrounding area are consistent with many of the locational criteria listed above. The site, located just outside of an urban village, fronts upon a local street, is characterized by a mix of housing types including single-and-multi-family structures, and has proximity to existing community and retail services. Aside from being located a half-block north of a principal arterial street, the surrounding area is generally characterized by local access and circulation. However, there are a few inconsistencies with these LR1 location criteria or criteria that would be better met by the LR2 criteria:

1. The site and immediately surrounding area appear to be in an area that is transitioning away from single-family character. There are no single-family structures on the block face containing the project site. The same block face contains Neighborhood Commercial zoning to the south of the project site. There are single-family dwellings adjacent to the site to the east and west. However, the primarily single houses to the east have a different block orientation than the block containing the project site. The single-family dwellings to west face a different street than the project site (Evanston Avenue N).
2. Although the site and immediately surrounding area contain several local streets, it is also located in close proximity to a principal arterial street (N. 85th Street) instead of a collector or minor arterial envisioned by the criteria. The presence of this principal arterial makes this site more consistent with the LR2 criteria as discussed in the section below.
3. Although the project site is located outside of an urban village, it is adjacent to an urban village and shares many of the urban village's characteristics such as proximity to multi-family residential development, location along an arterial street, and proximity to neighborhood-serving commercial uses. Although its location technically meets the criterion to be outside of an urban village, it appears to better meet the criterion related to proximity to an urban village in the LR2 criteria as discussed in the section below.
4. The LR1 zone would provide a bulk and scale transition between the adjacent Neighborhood Residential and Neighborhood Commercial zones. However, the maximum height permitted in the LR1 zone is the same as the Neighborhood Residential zones. For the purposes of a transition in height, bulk and scale, the LR2 zone would provide a better transition between the single-family and multi-family uses.

23.34.018 - Lowrise 2 (LR2) zone, function and locational criteria

- A. *Functions. The dual functions of the LR2 zone are to:*
1. *Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and*
 2. *Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density.*
- B. *Locational Criteria. The LR2 zone is most appropriate in areas generally characterized by the following conditions:*
1. *The area is either:*
 - a. *located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of small scale and density; or*
 - b. *located in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and is characterized by one or more of the following conditions:*
 - 1) *small-scale structures generally no more than 35 feet in height that are compatible in scale with NR and LR1 zones;*
 - 2) *the area would provide a gradual transition between NR or LR1 zones and more intensive multifamily or neighborhood commercial zones; and*
 2. *The area is characterized by local access and circulation conditions that accommodate low density multifamily development;*
 3. *The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and*
 4. *The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.*

23.34.018 Analysis. Compared to the other analyzed zones within this report, the locational criteria of the LR2 zone best describe the project site and the surrounding area. The site is located adjacent to the Greenwood-Phinney Ridge Residential Urban Village. Surrounding structures within the urban village are generally comparable in height to the heights of nearby single-family dwellings. However, some of the multi-family structures have significantly larger footprints than single-family dwellings. With its building height and floor-area-ratio (FAR) maximums in-between those of the adjacent Neighborhood Residential and Neighborhood Commercial zones, the LR2 zone would allow for relatively gradual transitions in the height, bulk, and scale of development between the Neighborhood Residential and Neighborhood Commercial zones.

The site is characterized by local access and circulation, but is also only a half-block north of N. 85th Street, which is a principal arterial street. The proximity of this arterial street can accommodate anticipated vehicular circulation so that traffic is not required to use streets that pass through lower density residential zones.

The site is located approximately a quarter mile to the east of the Greenwood Avenue and 85th Street intersection, which is the primary commercial intersection in the vicinity of the site. The area surrounding that intersection is well served by commercial businesses. A community center, The Boys and Girls Club, is located adjacent to the project site to the north. A public park is located on the adjacent block to the north of the site. All of these surrounding land uses have good pedestrian access from the project site via sidewalks along street frontages.

23.34.020 - Lowrise 3 (LR3) zone, function, and locational criteria

- A. *Functions. The dual functions of the LR3 zone are to:*
1. *provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods, and along arterials that have a mix of small to moderate scale residential structures; and*
 2. *accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of moderate scale and density.*
- B. *Locational Criteria. The LR3 zone is most appropriate in areas generally characterized by the following conditions:*
1. *The area is either:*
 - a. *located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or*
 - b. *located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale;*
 2. *The area is near neighborhood commercial zones with comparable height and scale;*
 3. *The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;*
 4. *The area has street widths that are sufficient for two-way traffic and parking along at least one curb;*
 5. *The area is well served by public transit;*
 6. *The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones;*
 7. *The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.*

The project site appears to be well-suited for the LR3 zone. It is located adjacent to a neighborhood commercial zone (NC3-55) with comparable height and scale and would provide a transition in building height from the NR3 zone. Surrounding street widths are sufficient for two-way traffic with parking along at least one curb, and the site is located a half block from N. 85th Street, which is an arterial street. The site is also located within an area with frequent public transit. However, the site is not located within an urban center, urban village or Station Area Overlay District, nor is it located within an existing multifamily neighborhood. The site is located within a transition area between multi-family development and single-family development. If the adjacent Greenwood-Phinney Ridge Residential Urban Village were extended to include the project site, LR3 might be the best zone to apply to the site.

- C. *The LR3 zone is also appropriate in the Delridge High Point Neighborhood Revitalization Area, as shown in Map A for 23.34.020, provided that the LR3 zone designation would facilitate a mixed-income housing development initiated by the Seattle Housing Authority or other public agency, a*

property use and development agreement is executed subject to the provisions of [Chapter 23.76](#) as a condition to any rezone, and the development would serve a broad public purpose.

The site is not located in the Delridge High Point Neighborhood Revitalization Area.

- D. Except as provided in this subsection 23.34.020.D, properties designated as environmentally critical may not be rezoned to an LR3 designation and may remain LR3 only in areas predominantly developed to the intensity of the LR3 zone. The preceding sentence does not apply if the environmentally critical area either:*
- 1. was created by human activity, or*
 - 2. is a designated peat settlement, liquefaction, seismic or volcanic hazard area, or flood prone area, or abandoned landfill.*

There are no mapped environmentally critical areas located on the project site.

RECOMMENDATION – CONTRACT REZONE

Based on the analysis of the rezone undertaken in this report through the provisions in SMC 23.34, the Director recommends that the proposed contract rezone from Neighborhood Residential (NR3) to Lowrise 2 be approved.

The Director recommends conditions be included in the PUDA;

CONDITIONS – CONTRACT REZONE

The Director recommends approval of the contract rezone from NR3 to LR2 subject to the following conditions, which should be contained in the PUDA:

Prior to Issuance of a Master Use Permit

1. The rezone includes a Mandatory Housing Affordability designation of M1.
2. Development of the rezoned property shall be subject to the requirements of SMC 23.58B and/or 23.58C. The PUDA shall specify the payment and performance calculation amounts for purposes of applying Chapter 23.58B and or 23.58C.

Prior to Issuance of a Building Permit

3. Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU.

Greg Johnson, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: December 23, 2024

3036119-LU Recommendation RZ

BELLWETHER GREENWOOD

BELLWETHER HOUSING

8601 FREMONT AVE N
SEATTLE WA 98103



SHEET INDEX - MASTER USE PERMIT		SHEET INDEX - MASTER USE PERMIT	
SHEET NO.	SHEET CONTENTS	SHEET NO.	SHEET CONTENTS
GS-01	COVER	LA-01	LANDSCAPE ARCHITECTURAL
GS-02	PROJECT INFO	LA-02	LANDSCAPE PLAN
GS-03	PROJECT LOCATION	LA-03	LANDSCAPE LEGEND
GS-04	LAND USE DIAGRAMS & GREEN BELT FORM	LA-04	LANDSCAPE ELEVATION
GS-05	DESIGN STANDARDS DIAGRAMS	LA-05	LANDSCAPE ELEVATION
GS-06	IDENTITY AREA DIAGRAM	LA-06	SEATTLE GREEN FACTOR PLAN
GS-07	LANDSCAPE DIAGRAM	LA-07	LANDSCAPE IRRIGATION
GS-08	LANDSCAPE DIAGRAM	LA-08	LANDSCAPE IRRIGATION
GS-09	LANDSCAPE DIAGRAM	LA-09	ARCHITECTURAL
GS-10	LANDSCAPE DIAGRAM	LA-10	COMPOSITE SITE PLAN
GS-11	LANDSCAPE DIAGRAM	LA-11	SITE PLAN
GS-12	LANDSCAPE DIAGRAM	LA-12	LEVEL 1 - OVERALL PLANS
GS-13	LANDSCAPE DIAGRAM	LA-13	LEVEL 2 - OVERALL PLANS
GS-14	LANDSCAPE DIAGRAM	LA-14	LEVEL 3 - OVERALL PLANS
GS-15	LANDSCAPE DIAGRAM	LA-15	ROOF - OVERALL PLANS
GS-16	LANDSCAPE DIAGRAM	LA-16	PARTIAL PLANS
GS-17	LANDSCAPE DIAGRAM	LA-17	LANDSCAPE ELEVATION
GS-18	LANDSCAPE DIAGRAM	LA-18	LANDSCAPE ELEVATION
GS-19	LANDSCAPE DIAGRAM	LA-19	ELEVATIONS SOUTH BUILDING
GS-20	LANDSCAPE DIAGRAM	LA-20	ELEVATIONS SOUTH BUILDING
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GS-100	LANDSCAPE DIAGRAM	LA-100	ELEVATIONS SOUTH BUILDING

MASTER USE PERMIT

10/01//24

CYCLE 6 RESPONSE

BUILDING FACADE AREA :

BUILDING FACADE AREA :
NORTH BUILDING = 2,998 SF
SOUTH BUILDING = 3,007SF

ACADE ARTICULATION

6 IF THE STREET-FACING

b. IF THE STREET-FACING FACADE OF A STRUCTURE EXCEEDS 750 SQUARE FEET IN AREA, DIVISION OF THE FACADE INTO SEPARATE FACADE PLANES IS REQUIRED.

c. IN ORDER TO BE CONSIDERED A SEPARATE FACADE PLANE... FACADE SHALL HAVE A MINIMUM OF 400 SQUARE FEET AND A MAXIMUM OF 1,000 SQUARE FEET AND SHALL

PROJECT OR BE RECESSED FROM ABUTTING FACADE PLANES BY A MINIMUM DEPTH OF 18 INCHES.

REQUIREMENTS - TRIM AND MAXIMUM AREA OF A SEPARATE FACADE PLAN. WE ARE PROVIDING THE FOLLOWING (SEE ELEVATION MATERIALS & COLORS DIAGRAM AS WELL AS

2. VARIATION OF BOTH BUILDING MATERIALS AND COLOR TO REINFORCE THE ARTICULATION OF THE FACADE

- b. ACCENT PANELS STANDING OFF THE FACADE TO ADD INTEREST.
- c. MORE THAN 25% FACADE OPENINGS.

NOT STREET-FACING

FOR THE PURPOSES OF THIS SUBSECTION 23.45.529.D, A SIDE FACADE THAT IS NOT STREET-FACING FACADE(S), ENCLOSING INTERIOR SPACES, INCLUDING GABLES AND DORMERS, AS SHOWN IN EXHIBIT A FOR 23.45.529, IF LOCATED WITHIN 10 FEET OF A SIDE LOT LINE.

THE NORTH BUILDING IS FURTHER THAN 10 FEET FROM A SIDE LOT LINE (SEE A1.01 SITE PLAN).

1.6. THE SOUTH BUILDING MEETS THE REQUIREMENT FOR VARIATIONS IN BUILDING MATERIALS OR COLOR, COVERING 25 PERCENT OF THE FACADE SURFACE (SEE 8IG2.03). 2,290 X 25% = 573 SF REQUIRED 942 SF OF HORIZ SIDING PROVIDED.

2. THE SOUTH BUILDING HAS FENCING TO CREATE PRIVACY BETWEEN BUILDINGS.

FOR APARTMENTS

FOR EACH APARTMENT STRUCTURE, A PRINCIPAL SHARED PEDESTRIAN ENTRANCE IS REQUIRED THAT FACES EITHER A STREET OR A COMMON AMENITY AREA, SUCH AS A LANDSCAPED COURTYARD. THAT ABUTS AND HAS DIRECT ACCESS TO THE STREET.

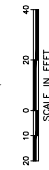
PROPOSED. BOTH BUILDINGS HAVE A COMMON ENTRANCE FACING WITH DIRECT SIDEWALK ACCESS FROM FREMONT AVE N (SEE A.D1 SITE PLAN).

THE SHARED ENTRANCE OF EACH APARTMENT STRUCTURE SHALL HAVE A PEDESTRIAN ENTRY THAT IS DESIGNED TO BE VISUALLY PROMINENT, THROUGH THE USE OF COVERED DOORS, OVERHEAD WEATHER PROTECTION, A RECESSED ENTRY, OR OTHER

PROPOSAL: THE ENTRIES ARE UNDER OVERHEAD WEATHER PROTECTION AND ARE ARCHITECTURAL ENTRY FEATURES.

RECESSED 1'-6" (SEE A1.01 SITE PLAN, ELEVATIONS ON A3.01 & A3.02, AND PERSPECTIVES BELOW).





8601 Fremont Ave N

SEATTLE, WASHINGTON

General Notes

- ALL WORK SHALL CONFORM TO THE 2020 EDITION OF CITY OF SEATTLE STANDARD SPECIFICATIONS, THE 2020 EDITION OF THE CITY OF SEATTLE STANDARD PLANS, AND SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 01-2017 RIGHT-OF-WAY OPENING AND RESTORATION RULES. A COPY OF THESE DOCUMENTS SHALL BE ON SITE DURING CONSTRUCTION.
- A COPY OF THE APPROVED PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- ERRORS AND OMISSIONS ON THE PERMITTED PLANS MUST BE CORRECTED BY THE ENGINEER AND APPROVED BY THE CITY OF SEATTLE.
- ALL PERMITS REQUIRED FOR WORK WITHIN THE PUBLIC RIGHT OF WAY MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION. PRIOR TO THE START OF CONSTRUCTION WITHIN THE RIGHT OF WAY, THE PERMITTEE SHALL SCHEDULE AND ATTEND A RECONSTRUCTION MEETING WITH THE CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION.
- PERMITTEE SHALL CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION, STREET USE INSPECTOR A MINIMUM OF 2 BUSINESS DAYS PRIOR TO NEEDING AN INSPECTION.
- ALL DAMAGE TO CITY INFRASTRUCTURE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPORTED AND REPAIRED AS REQUIRED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION. TO REPORT DAMAGE TO SPU INFRASTRUCTURE, INCLUDING ANY SEWAGE RELEASE OR BLOODAGE, CALL 206-386-1800.
- THE APPROVED PLANS SHALL SHOW THE APPROXIMATE AREA OF PAVEMENT RESTORATION BASED ON THE DEPTH OF UTILITY CUTS AND/OR THE AREA OF CURB AND/OR PAVEMENT TO BE REMOVED AND REPLACED. THE ACTUAL LIMITS OF THE PAVEMENT RESTORATION SHALL BE PER THE DIRECTOR'S RULE 01-2017, RIGHT-OF-WAY OPENING AND RESTORATION RULE AND WILL BE DETERMINED IN THE FIELD BY THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR PRIOR TO PAVEMENT RESTORATION. THE PERMITTEE SHALL BE RESPONSIBLE FOR THE PAVEMENT RESTORATION WORK AND FOR PROTECTING THE EXISTING WATER SERVICES TO BE RETIRED, INCLUDING SERVICES THAT ARE OUTSIDE THE PROJECT AREA, BUT SERVE THE PARCEL.
- DATUM: NAVD83 AND NAD 83 (2011) 2010.00 EPOCH.
- SURVEYING AND STAKING OF ALL IMPROVEMENTS IN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED PRIOR TO CONSTRUCTION. PERMITTEE TO STAKE THE CURB AT THE CENTERLINE OF DRAINAGE GRATES PER STANDARD PLAN 280A. SURVEY GRADE SHEETS MUST BE SUBMITTED AND APPROVED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION AT LEAST 2 BUSINESS DAYS PRIOR TO CONSTRUCTION.
- IF AN EXISTING CURB IS TO BE REMOVED AND REPLACED IN THE SAME LOCATION THE PERMITTEE SHALL PROVIDE THE STREET USE INSPECTOR WITH THE EXISTING CURB PRIOR TO DEMOLITION.
- THE PERMITTEE MUST BE RESPONSIBLE FOR PRESERVING AND REPLACING ALL SURVEY MONUMENTS THAT MAY BE DISTURBED, DESTROYED OR REMOVED BY THE PROJECT AND 2 WORKING DAYS PRIOR TO THE WORK, MUST FILE AN APPLICATION FOR PERMIT TO REMOVE OR DESTROY A SURVEY MONUMENT WITH THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES. PURSUANT TO WAC 332-120. THE PERMITTEE MUST PROVIDE THE ENGINEER AND SPU LAND SURVEY WITH A COPY OF THE APPROVED PERMIT AND COMPLETE REPORT. SEE STANDARD SPECIFICATION 1- 07.28 ITEM 17.
- THE PERMITTEE SHALL SUBMIT ALL APPLICABLE DOCUMENTS REQUIRED UNDER SECTION 1-05.3 OF THE STANDARD SPECIFICATIONS PRIOR TO CONSTRUCTION. A MATERIAL SOURCE FORM FOR ALL MATERIALS TO BE PLACED IN THE RIGHT OF WAY AND MIX DESIGNS FOR ALL ASPHALT, CONCRETE AND AGGREGATES TO BE PLACED IN THE RIGHT OF WAY MUST BE SUBMITTED TO THE SEATTLE DEPARTMENT OF TRANSPORTATION, STREET USE INSPECTOR AND APPROVED PRIOR TO PLACEMENT OF ANY SUBSTITUTE MATERIALS. FORM AND MIX DESIGNS MUST BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF ANY SUBSTITUTE MATERIALS.
- THE PERMITTEE SHALL NOTIFY THE SEATTLE FIRE DEPARTMENT DISPATCHER (206-386-1465) AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL FIRE DEPARTMENT ACTIVITIES. THE PERMITTEE SHALL NOTIFY THE SEATTLE FIRE DEPARTMENT DISPATCHER OF ALL NEW, RELOCATED, OR ELIMINATED HYDRANTS RESULTING FROM THIS WORK.
- THE PERMITTEE SHALL LOCATE AND PROTECT ALL CASTINGS AND UTILITIES DURING CONSTRUCTION.

Water Service Notes

- APPLICATION FOR A NEW METERED WATER SERVICE AND PAYMENT OF ALL FEES IS REQUIRED BEFORE SERVICE WILL BE AVAILABLE.
- APPLICANT WILL NEED A WATER AVAILABILITY CERTIFICATE (WAC) AND LEGAL DESCRIPTION OF PROPERTY WHEN SUBMITTING THE APPLICATION. TO OBTAIN A WAC, PLEASE CONTACT THE DEVELOPMENT SERVICES OFFICE AT (206) 684-3333 OR SEATTLE@seattlewater.org.
- ALL WATER SERVICES SHALL BE LOCATED IN THE PUBLIC RIGHT OF WAY AND WITHIN THE FRONTAGE OF THE PARCEL BEING SERVED.
- WATER SERVICES SERVING PARCELS WITHOUT FRONTAGE TO THE PUBLIC RIGHT OF WAY (SUCH AS UNIT LOT SUBDIVISIONS) OR LANDLOCKED PARCELS SHALL BE SERVED BY A PRIVATE WATER SERVICE EXTENDING FROM THE WATER METER TO THE PARCEL BEING SERVED. THE WATER SERVICE SHALL BE INSTALLED IN A DEDICATED EASEMENT. THE EASEMENT SHALL BE OBTAINED BY THE APPLICANT, LOCATED, RECORDED, AND A COPY SHALL BE PROVIDED TO SEATTLE PUBLIC UTILITIES (SPU) AT THE TIME OF APPLICATION SUBMITTAL.
- ALL WATER SERVICES PIPING ON PROPERTY MUST BE INSPECTED PRIOR TO BACKFILLING TRENCH. CONTACT (206) 684-5800 TO REQUEST AN INSPECTION.
- CUSTOMERS ARE REQUIRED TO INSTALL AN APPROVED AIR GAP OR REDUCED-PRESSURE BACKFLOW ASSEMBLY (RPBA/RPDA) ON ALL WATER SERVICE CONNECTIONS POSING A HIGH LEAD CROSS-CONNECTION HAZARD (PURSUANT TO WAC 246-290-490). BACKFLOW PREVENTION IS ALSO REQUIRED ON WATER SERVICE CONNECTIONS SUCH AS FIRE SERVICES, IRRIGATION SERVICES, BUILDINGS EXCEEDING THREE STORES OR 30 FT. IN HEIGHT ABOVE THE METER (MEASURED TO THE HIGHEST WATER FLOOR), AND MUST BE REQUIRED FOR OTHER WATER SERVICES. SPU AND KING COUNTY HEALTH DEPARTMENT REQUIRE ALL WATER SERVICE CONNECTIONS TO BE INSTALLED WITH AN AIR GAP OR REDUCED-PRESSURE BACKFLOW ASSEMBLY. CROSS-CONNECTIONS BETWEEN THE PUBLIC WATER SUPPLY AND POSSIBLE SOURCES OF CONTAMINATION, FOR ANSWERS TO SPECIFIC CROSS-CONNECTION CONTROL QUESTIONS OR TO REQUEST AN INSPECTION, PLEASE CALL (206) 684-3536.



APPROVED FOR SPOOT PERMITTING

ENGINEER/IA/SURVEYOR	SDOT PROJECT MANAGER
SPU/WATER ENGINEERING	SDOT SUPERVISOR
SPU/SEWER	REVISED AS-BUILT
SPU/SEWER	REVISED AS-BUILT

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS IN EFFECT ON THE DATE SHOWN ABOVE, AND SUPERSEDED BY SPECIAL PROVISIONS.



8601 FREMONT AVE N
COVER SHEET

BELLMEETHER GREENWOOD 8601 FREMONT AVE N - SDOT PROJECT NUMBER: 3036119-LU

SDOT PROJECT NO.	SUSP-XXXXXX
VALU PLAN NO.	
VALU SERIAL NO.	
SHEET	1 OF 2



Vicinity Map

SCALE: 1" = 200'

Datum

VERTICAL DATUM
CITY OF SEATTLE-NAVD 88

BENCHMARK

OWNER: CITY OF SEATTLE IDENTIFIER: 34448801
DESCRIPTION: 4"X4" CONCRETE MONUMENT WITH 3" BRASS DISC WITH PUNCH DOWN 0.7' IN CASE AT THE INTERSECTION OF NORTH 87TH STREET AND FREMONT AVE N.
ELEVATION = 336.67

OWNER: N/A IDENTIFIER: CORE DESIGN PT#3
DESCRIPTION: 4"X4" CONCRETE MONUMENT WITH 3" BRASS DISC WITH PUNCH DOWN 0.7' IN CASE AT THE INTERSECTION OF NORTH 87TH STREET AND FREMONT AVE N.
ELEVATION = 334.61

BASIS OF BEARINGS
N00°43'58"E BETWEEN THE MONUMENTS FOUND IN PLACE ALONG THE CENTERLINE OF EVANSTON AVENUE NORTH AS SHOWN PER REF. 2.

REFERENCES

- (R1) PLAY OF OSNER'S SUBURBAN HOMES, VOL. 9 OF PLATS, PG. 92, KING COUNTY, WASHINGTON.
- (R2) EVANSTON SQUARE CONDOMINIUM RECORDED UNDER RECORDING NO. 2000116000928.
- (R3) THE MAX, A CONDOMINIUM RECORDED UNDER REC. NO. 20070911000229.

HORIZONTAL DATUM

1. WASHINGTON STATE PLANE COORDINATE SYSTEM - NORTH ZONE (NAD 83/91)
2. OWNER: N/A IDENTIFIER: CONTROL POINT 100 (CORE DESIGN)
DESCRIPTION: FOUND 2X2 CONCRETE MONUMENT WITH COPPER TACK DOWN 0.6' IN CASE AT THE NORTH END OF 29TH AVE. S.
N 215070.125, E 1279842.043, ELEV 127.268
3. OWNER: N/A IDENTIFIER: CONTROL POINT 101 (CORE DESIGN)
DESCRIPTION: FOUND 1/4" BRASS PLUG W/PUNCH IN CONC. DOWN 0.85' IN CASE AT THE INTERSECTION OF 29TH AVE. S. AND S. MCCLELLAN ST.
N 214391.255, E 1279827.171, ELEV 76.466
4. OWNER: N/A IDENTIFIER: CONTROL POINT 102 (CORE DESIGN)
DESCRIPTION: FOUND 1/4" BRASS PLUG W/PUNCH IN 4x4" CONC. DOWN 0.85' IN CASE AT THE INTERSECTION OF MLK JR. WAY S. AND S. MCCLELLAN ST.
N 214396.2448, E 1279379.3420, ELEV 61.38
5. OWNER: N/A IDENTIFIER: CONTROL POINT 104 (CORE DESIGN)
DESCRIPTION: FOUND 1/4" BRASS PLUG W/PUNCH IN 4x4" CONC. DOWN 0.80' IN CASE AT THE INTERSECTION OF 29TH AVE. S. AND S. MCCLELLAN STREET.
N 214100.1602, E 1279372.8340, ELEV 56.73



Legend

- HMA PAVEMENT
- CONCRETE SIDEWALK
- CRUSHED GRAVEL SURFACING
- FINISHED GRADE (FG) ELEVATION
- FG @ TOP OF CURB
- FG @ FLOW LINE

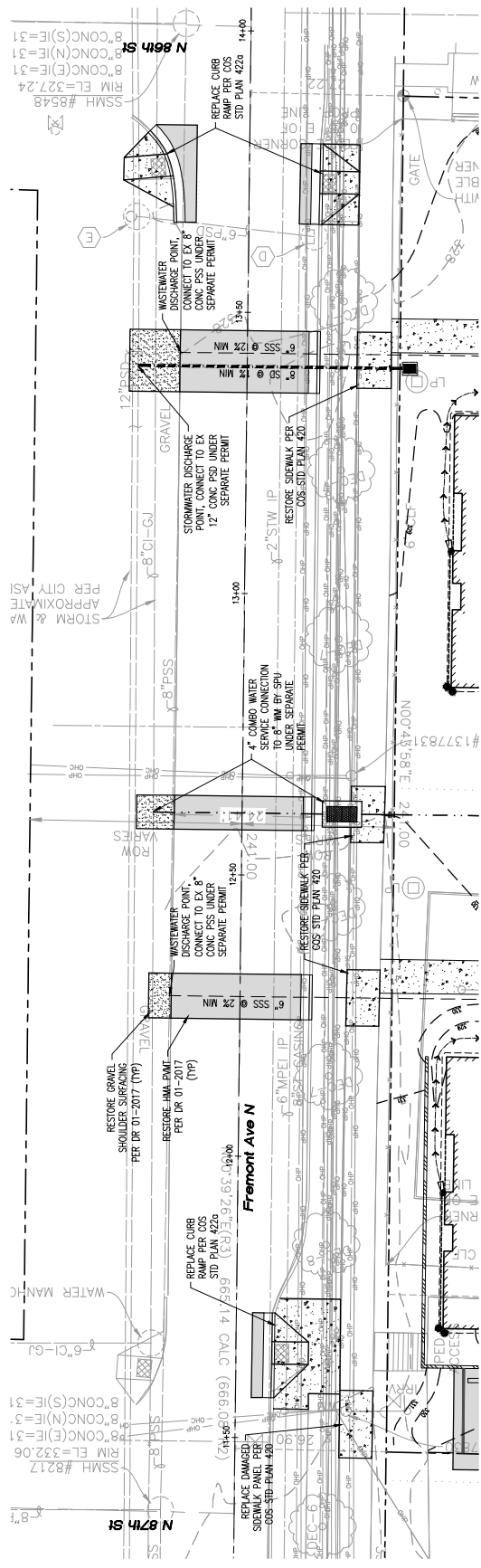
Notes

- SEE SHEET X FOR GENERAL NOTES.
- SEE SHEET X FOR TYPICAL FREMONT AVE X-SECTION.
- REMOVE EX IMPROVEMENTS AS REQUIRED FOR NEW CONSTRUCTION.
- RESTORE UTILITY CUTS IN THE RIGHT OF WAY PER SDOT DIRECTORS RULE 01-2017. COORDINATE WITH SDOT AS REQUIRED AND PAY ALL COSTS FOR RESTORATION.

New/Replaced Hard Surfacing

RIGHT OF WAY NEW/REPLACED HARD SURFACE
AREA, EXCLUDING UTILITY TRENCH RESTORATION
PER SMC 22.800.040A.2.a

NEW/REPLACE HARD SURFACING: 657 SF



DATE	MARK	NATURE	REVISIONS



ENGINEER/IN-CHARGE	SDOT PROJECT MANAGER
SPU/WATER ENGINEERING	SDOT SUPERVISOR
SPU/DRAINAGE	REVISED AS-BUILT
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS IN EFFECT ON THE DATE SHOWN ABOVE, AND SUPPLEMENTED BY SPECIAL INSTRUCTIONS.	



8601 FREMONT AVE N
SIDEWALK PLAN
FREMONT AVE N

BELLMETHER GREENWOOD 8601 FREMONT AVE N - SDOT PROJECT NUMBER: 3036119-LU

SDOT PROJECT NO.	SDOT PROJECT NO.
VALU PLAN NO.	VALU PLAN NO.
VALU SERIAL NO.	VALU SERIAL NO.
SHEET	2 OF 2

SIP Lite Plan - 09/29/22

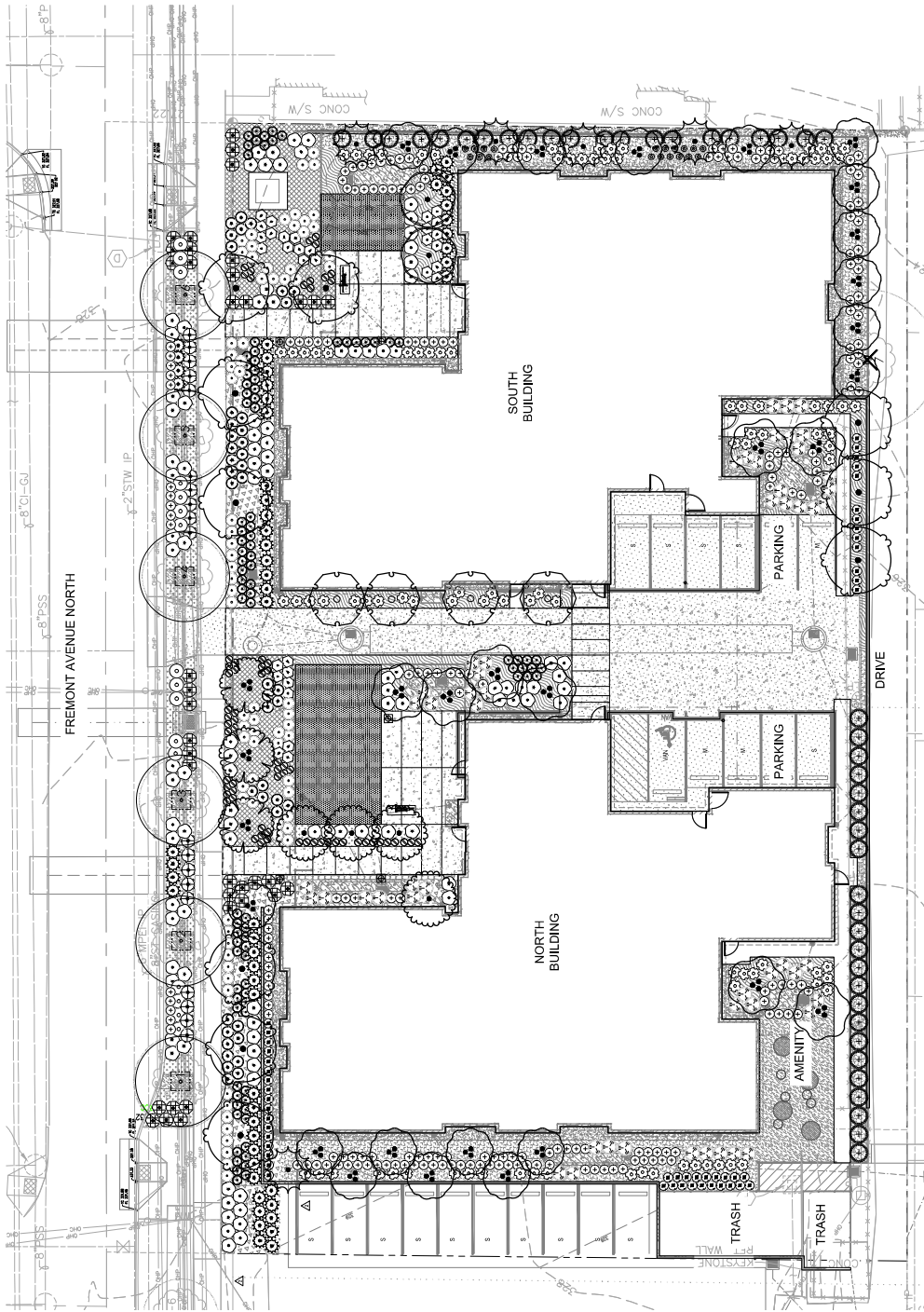


1. REF CIVIL DWGS.
- MULCH:**
1. BARK MULCH; PACIFIC GARDEN MULCH, CEDAR GROVE COMPOST, OR APPROVED EQUAL, AND SHALL BE NO LESS THAN 2 OR MORE THAN 4 YEARS OLD. 4" DEPTH

- MANUF. BIORETENTION PLANTER

EXITING TREE TO BE REMOVED: REFER BELOW FOR IDENTIFICATION & SIZE.			
TREE #	SPECIES / COMMON NAME	DBH	EXCEPTIONAL STATUS
1	CLADASTRIS GENUICA / YELLOWWOOD	8	NO
2	CLADASTRIS GENUICA / YELLOWWOOD	7	NO
3	CLADASTRIS GENUICA / YELLOWWOOD	7	NO
4	CLADASTRIS GENUICA / YELLOWWOOD	7	NO
5	CLADASTRIS GENUICA / YELLOWWOOD	7	NO
6	CLADASTRIS GENUICA / YELLOWWOOD	7	NO
7	DECIDUOUS TREE	8", 8", 8", 10", 10"	NO





1 Bellwether Greenwood - Landscape Irrigation
Scale 1" = 10'-0"

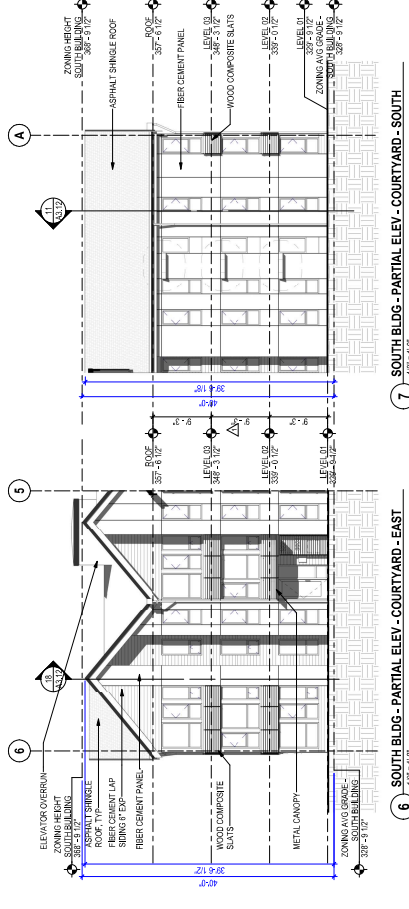


- 1 08/12/2022 MUP Revision
- 2 08/12/2022 MUP Revision
- 3 10/22/2022 MUP Revision
- 4 08/09/2024 MUP Revision

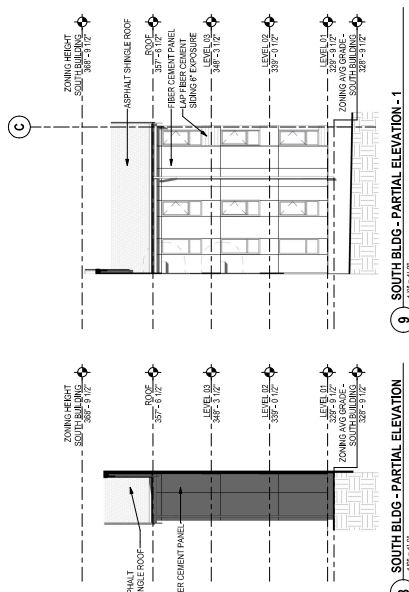
DESIGNER	ENCORE ARCHITECTS
PROJECT NO.	19131
DATE	08/12/2022
BY	KK DK
FOR	MASTER USE PERMIT 022322

LANDSCAPE
IRRIGATION

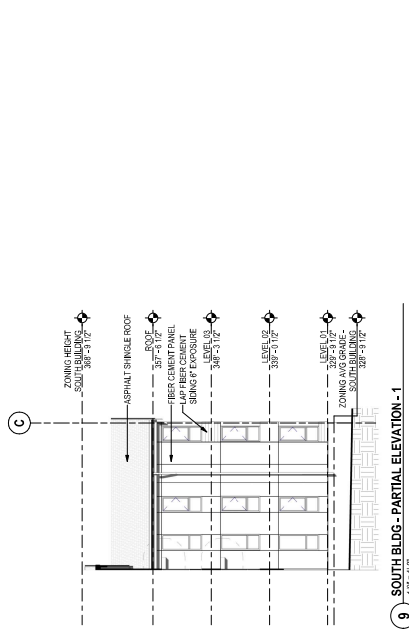
IR1.00



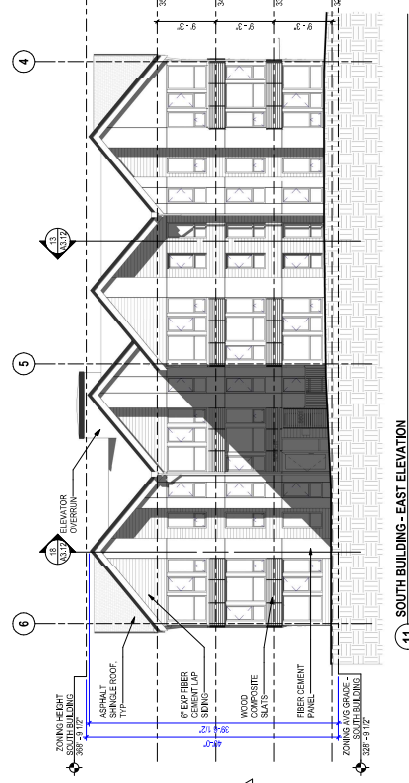
6 SOUTH BLDG - PARTIAL ELEV - EAST 18' x 12'



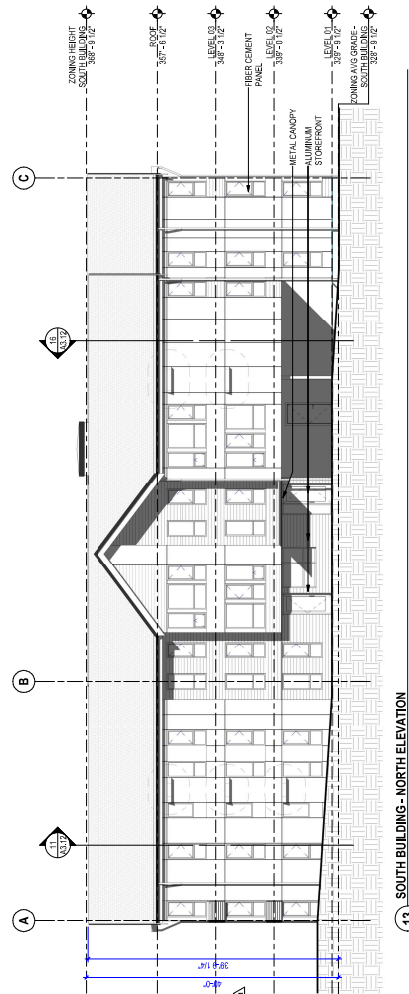
8 SOUTH BLDG - PARTIAL ELEVATION 18' x 12'



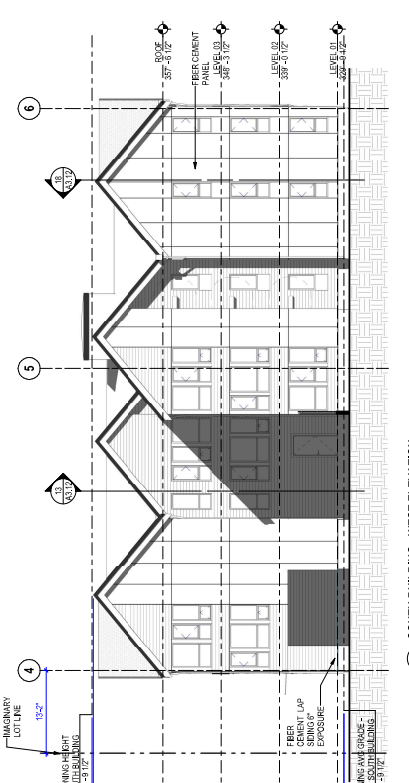
9 SOUTH BLDG - PARTIAL ELEVATION - 1 18' x 12'



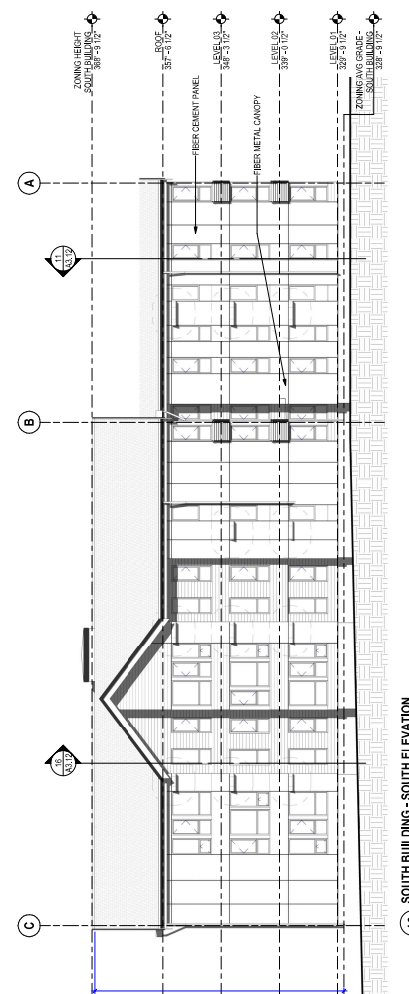
11 SOUTH BUILDING - EAST ELEVATION 18' x 12'



13 SOUTH BUILDING - NORTH ELEVATION 18' x 12'



16 SOUTH BUILDING - WEST ELEVATION 18' x 12'



18 SOUTH BUILDING - SOUTH ELEVATION 18' x 12'



Report Generated: 01/20/2022

Public Comment

3036071-EG-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Administrative Design Review for 2, 3-story apartment buildings (60-units total). Parking for 23 vehicles proposed. Project relies on a contract rezone.

MUP TYPE		
MUP Component	Component Detail	Outcome
No MUP Types on file		

Ryan DiRaimo

What a delightful project!!! Please pass this through and let's get to building!

I live in this neighborhood and support everything they request! Please pass their rezone and any departure necessary to get more homes!

Comment submitted on: Thu Jan 20 2022 12:07:25 GMT-0800 (PST)

Anonymous

Currently, this land serves as a part of the Boys & Girls Club playfield and playground. This location was the first Boys & Girls Club not only in Seattle, but in the entire state of Washington, and children can be seen playing there all the time - rain or shine. It has been serving our community for many, many years and has been a huge support for families. While I understand the need for housing, the loss of this space for children and for the neighborhood is detrimental. There isn't enough parking, our already overcrowded streets will become even more crowded, and there are already hundreds of apartments being built in Greenwood. We need to preserve our green space and this one, in particular, is going to be a huge loss to families and children in the area. I sincerely wish the site could remain as is and continue to be used by the Boys and Girls Club of Seattle. This is the first Boys and Girls Club in the state of Washington, it was established in 1943. We are the oldest club and its a corner stone of this community. Please keep it this way.

Comment submitted on: Sat Apr 02 2022 16:49:32 GMT-0700 (PDT)



Report Generated: 04/07/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

Comment Period End Date: 4/18/2022

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous

I think the proposed buildings fit well with the area. Need more housing in the city. Rezones like this help. Need more of them and they need to be more aggressive to help solve the housing crisis- it is greatly affecting our working class. Thank you.

Comment submitted on: Thu Apr 07 2022 17:13:09 GMT-0700 (PDT)



Report Generated: 04/07/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

Comment Period End Date: 4/18/2022

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Nicole Mazzuca

This is exactly the kind of thing we need across this city, I love it so much

Comment submitted on: Thu Apr 07 2022 17:09:09 GMT-0700 (PDT)



Report Generated: 04/08/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

Comment Period End Date: 4/18/2022

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Duwamish Tribe

Thank you for the opportunity to review and comment. Based on the information provided and our understanding of the project and its APE, we recommend an archaeological review performed for this project. This is in an area the Duwamish Tribe considers culturally significant and has a moderate probability to have unknown archaeological deposits. If any archaeological work is performed, we request notification. An IDP should not be used in lieu of an archeological investigation. Cultural and archaeological resources are non-renewable and are best discovered prior to ground disturbance.

Comment submitted on: Fri Apr 08 2022 15:41:13 GMT-0700 (PDT)



Report Generated: 04/08/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

Comment Period End Date: 4/18/2022

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Sadie Lee

Option 2 is much better, people want more than tiny studio spaces. LR-2 is the bare minimum and I expect better in a city attesting to have climate goals for 2030. Focusing on smaller units gives families less options. LR-3 zoning would allow bigger units so more room for families who don't want to be priced out of Seattle. Thank you for your time.

Comment submitted on: Fri Apr 08 2022 09:29:23 GMT-0700 (PDT)



Report Generated: 04/17/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

Comment Period End Date: 4/18/2022

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous

During the last two years we have been walking Fremont Ave. N and watched the large number of children playing in the open field adjacent to the North Seattle Boys and Girls Club. We were shocked to see the development notice for the field and the Boys and Girls Club which will convert these playgrounds into a 56 unit apartment complex.

Where will the kids go to play if this is built? It is not like Seattle has an abundance of open spaces for people to play and exercise. In fact, where will the children of the residents of these new apartments go to play? Will they have to catch a bus or take an Uber , if they can afford it, to other playgrounds? Greenwood Park certainly cannot fill the void building on this open space would create.

I am sure some developer can make their millions elsewhere and leave this important resource for outdoor exercise. We all know the Seattle City Council feels that increased density at any cost is the goal, but that cost should not be the health and welfare of the children of the community.

Regards,

Tom Donnelly
727 N 70th St.
Seattle, WA 98103
206-783-6131

Comment submitted on: Sun Apr 17 2022 23:14:08 GMT-0700 (PDT)



Report Generated: 04/27/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous

This one hurts. I don't even have kids, but I see kids playing here all the time, and there are so few green spaces left in Seattle like this. People say we need more housing, but the cold, hard truth is that we don't actually need more housing. What we need is more housing that charges AFFORDABLE prices. There are so many empty luxury apartments and townhomes in this city, including many right here in Greenwood. They're cheaply built and ugly as sin (they all look the same too), yet charge people an arm and a leg. Preserve this space. It's time to put Seattle developers in their place and stop letting them do whatever they want at the expense of the public.

Comment submitted on: Wed Apr 27 2022 11:17:37 GMT-0700 (PDT)



Report Generated: 05/18/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Sheri Feld

While this is the kind of project we need more of in Seattle, please don't allow this one at the expense of the sorely needed outdoor space used by the North Seattle Boys and Girls Club. The North Seattle Boys and Girls Club provides essential before and after school services, as well as summer programs for economically and racially diverse kids and their families in our neighborhood, which includes Greenwood and the Aurora corridor. The Boys and Girls club is a life saver for families scrambling for child care, especially during COVID school closures, early release days and of course summer when school is out. You can walk by any day of the week and see how many kids (wearing their masks) are able to play sports, use the playground and just run around outside. As more sorely needed housing is built in our neighborhood, the need for places like the Boys and Girls Club increases. If their outdoor space is gone, where will the additional kids be able to safely get some outdoor exercise? I can think of some other vacant spaces in our neighborhood that could possibly accommodate some new housing units, without taking away existing needed services, such as the block between Evanston Ave N and Fremont Ave N bordered by N105th and N 104th.

Comment submitted on: Wed May 18 2022 15:31:52 GMT-0700 (PDT)



Report Generated: 08/03/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anne Nonymous

This project is awesome. I live nearby. I cannot wait for more people to benefit from my neighborhood's amenities. I don't know where my fellow neighbors get their concerns about green space, there is a GIANT park across the street from this place! It's never fully maximized and I am sure the families living here will love to fill the greenspace. Seattle has TONS of greenspace. There is no issue here at all. Thank god these people will have somewhere to live. My neighbors complaining about this should be ashamed of themselves.

Comment submitted on: Wed Aug 03 2022 15:05:14 GMT-0700 (PDT)



Report Generated: 08/18/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Benjamin Burtzos

The proposed apartment buildings at 8601 Fremont Ave N will unnecessarily destroy a green space, fail to provide adequate parking, unnecessarily impinge upon a commuter bike trail, and have restricted access from an already-congested arterial road. This project should be rejected.

1. The proposed construction site is a green space that is currently used by the Boys and Girls Club and community members, especially those with small children, as a playfield.
2. The proposed development advertises 58 units, but only parking for 23 vehicles. While street parking is technically available, even assuming that each tenant unit in the apartments would own just one car means adding 25 vehicles to the street on a daily basis. This will have a spill-over effect for several blocks. If nothing else, construction should be halted until and unless sufficient parking can be assured for each unit in the buildings.
3. The Inter-Urban bike trail runs concurrent to Fremont Avenue North, and is a high-volume bike trail. The intersection of Fremont and 85th has limited visibility under the best of circumstances; additional residential vehicular traffic without first providing a protected bike lane (such as the Inter-Urban in City Center, or the current SDOT Green Lake commuter path) would be dangerous and irresponsible.
4. No thru traffic is permitted to cross 85th St on Fremont Ave North. Therefore, the bulk of traffic approaching the new development would have to approach either on non-arterial residential roads or on 85th St, which already backs up from the light at Aurora past the light at Fremont going eastbound at certain times of the day, and from Aurora to I-5 going westbound at certain times of the day.

Comment submitted on: Thu Aug 18 2022 14:32:20 GMT-0700 (PDT)



Report Generated: 12/12/2022

Public Comment

3036071-EG-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Administrative Design Review for 2, 3-story apartment buildings (60-units total). Parking for 23 vehicles proposed. Project relies on a contract rezone.

MUP TYPE		
MUP Component	Component Detail	Outcome
No MUP Types on file		

Anonymous

This housing will be very welcome. Yes in my backyard, a thousand times yes. Greenwood park is right next door, and green space abounds there. If that's not enough, Sandel is mere blocks away (plus the old Interurban train route is a fun path to explore).

Comment submitted on: Mon Dec 12 2022 20:03:44 GMT-0800 (PST)



Report Generated: 12/12/2022

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous

This is going to be great for the neighborhood. I infrequently see children in the field that other commenters seem to see all the time, and I pass this field at minimum twice a day every day. Street parking is actually ample in our neighborhood, and car-centric development concerns ought to be a thing of the past anyway.

Comment submitted on: Mon Dec 12 2022 19:59:23 GMT-0800 (PST)



Report Generated: 07/03/2023

Public Comment

3036119-LU-PC

Record Details:

Address: 8601 FREMONT AVE N, WA

Description of Work: Council Land Use Action to rezone a parcel of land from SF5000 (Single Family) to LR2 (M) (Lowrise -2). Project includes 2, 3-story apartment buildings (58-units total). Parking for 23 vehicles proposed.

MUP TYPE		
MUP Component	Component Detail	Outcome
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous

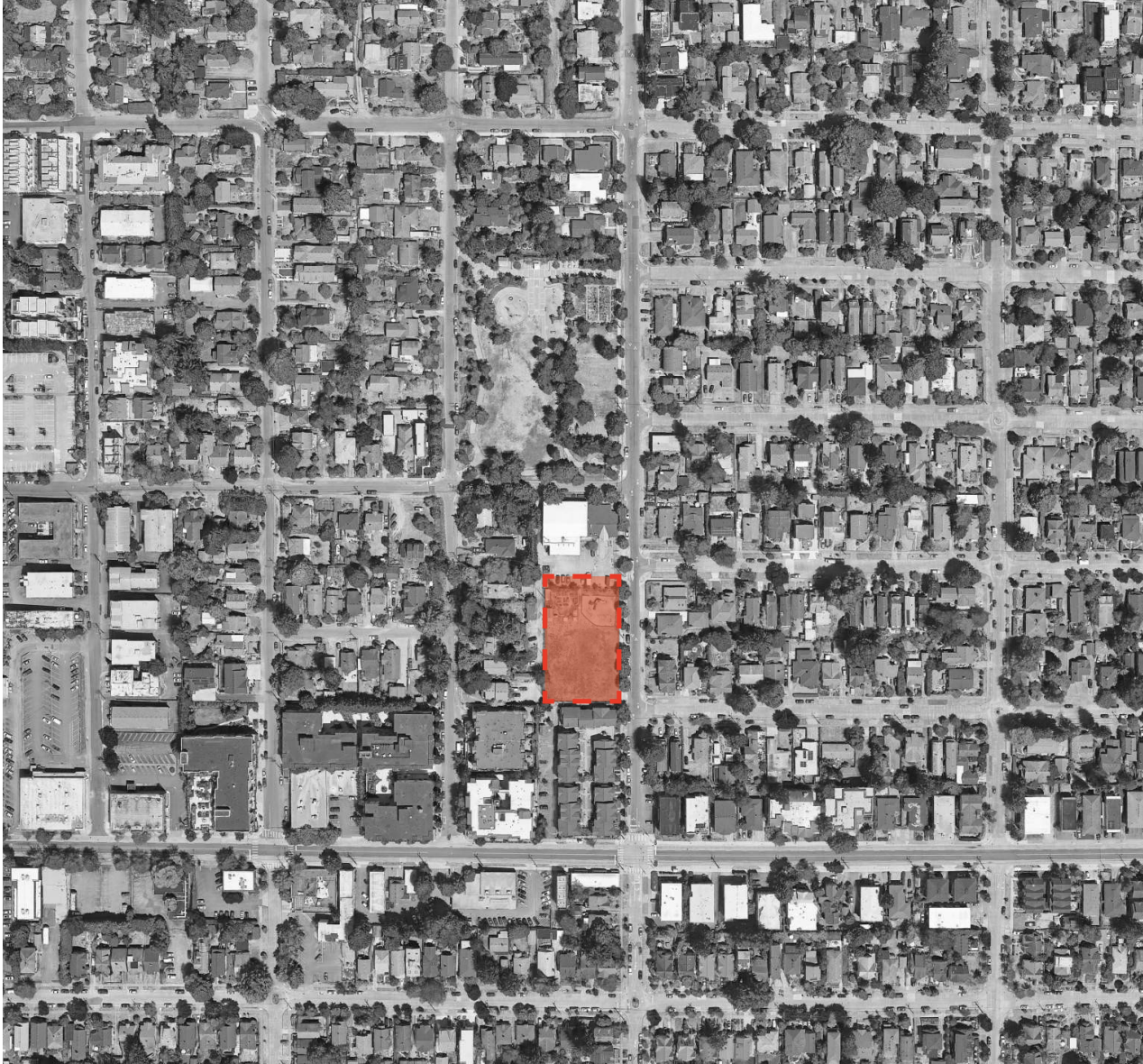
I live down the street from the site for project 3036119-LU.

Every day, a young and exceptionally diverse group of children play on the soccer field at this site. They are from the Boys and Girls Club of North Seattle, just next door. The mission of the Boys and Girls club is "to enable all young people, *especially those who need us most*, to reach their full potential as productive, caring, and responsible citizens."

North Seattle already lacks diversity. To replace this place of play with another massive apartment complex degrades the quality of the neighborhood, community, and city. It removes an outlet for folks who have less. It's exactly like paving over a city park, we just don't happen to call it a city park. Please let our city flourish by protecting areas like soccer fields as they're sacred to the community's livelihood. There's already multiple huge complexes going up in Greenwood.

Thank you.

Comment submitted on: Mon Jul 03 2023 09:36:30 GMT-0700 (PDT)



Contract Rezone

8601 Fremont Ave. N
Seattle, WA 98103

Revised: 08.12.2024



ENCORE
ARCHITECTS

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Project Team

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Blair Stone, AIA, LEED AP

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DEVELOPMENT OBJECTIVES

The proposed project will be an affordable community that seamlessly blends into the established neighborhood as a timeless and elegant design that provides a comfortable place for residents.

Project Information

- Site Area APPROX 34,546 SF
- Residential Units APPROX 53
- Parking Stalls APPROX 11 stalls

Goals

- Create a transitional zone from the higher density of NC3-55 (M) to NR3 by rezoning to a Low rise zone LR2 (M1).
- Both neighbors and tenants will benefit from a greater sense of security and safety because of the implementation of strategic urban design devices, e.g. “eyes on the street”.
- Create an enduring building with an architectural design that incorporates high-quality, durable materials and references relevant context.
- Bring much needed Affordable Housing to this amenity rich area.

Project Objectives

Greenwood Apartments is a proposed affordable housing residential building located along Fremont Avenue North in Seattle.

This project is designed to serve the Greenwood Neighborhood by creating a residential community that engages the street and contributes positively to the urban fabric. The project will be responsive to the unique needs of its residents and will enhance the neighborhood with excellent walkability and an enriched street-scape design.

The project site area is approximately 34,546 sf. The proposed building is comprised of 3 wood frame levels with 11 at grade parking spots. The project will have approximately 53 apartment units.

Through its scale, modulation and material selection, the proposed building will reflect characteristics of the area’s community offering a vibrant, enduring asset to the neighborhood.



Burke and Union



PARKER APARTMENTS

Summary of Public Outreach

The Community Outreach Plan was approved by the Department of Neighborhoods on December 10, 2020. Community outreach efforts were conducted January 4th through January 25th of 2021. Early outreach requirements were approved August 20, 2021.

Approximately 164 responses came in for an online survey conducted. Most concerns focused on the need that this development provide affordable housing, with larger units and provide a viable approach to parking in the neighborhood. Most of the respondents lived in the area and used cars for transportation.



* RENDERINGS ARE SCHEMATIC AND MAY NOT FULLY ALIGN WITH SUBMITTED DESIGN.

➤ Representative image sent with outreach, not of final building



SITE PLAN

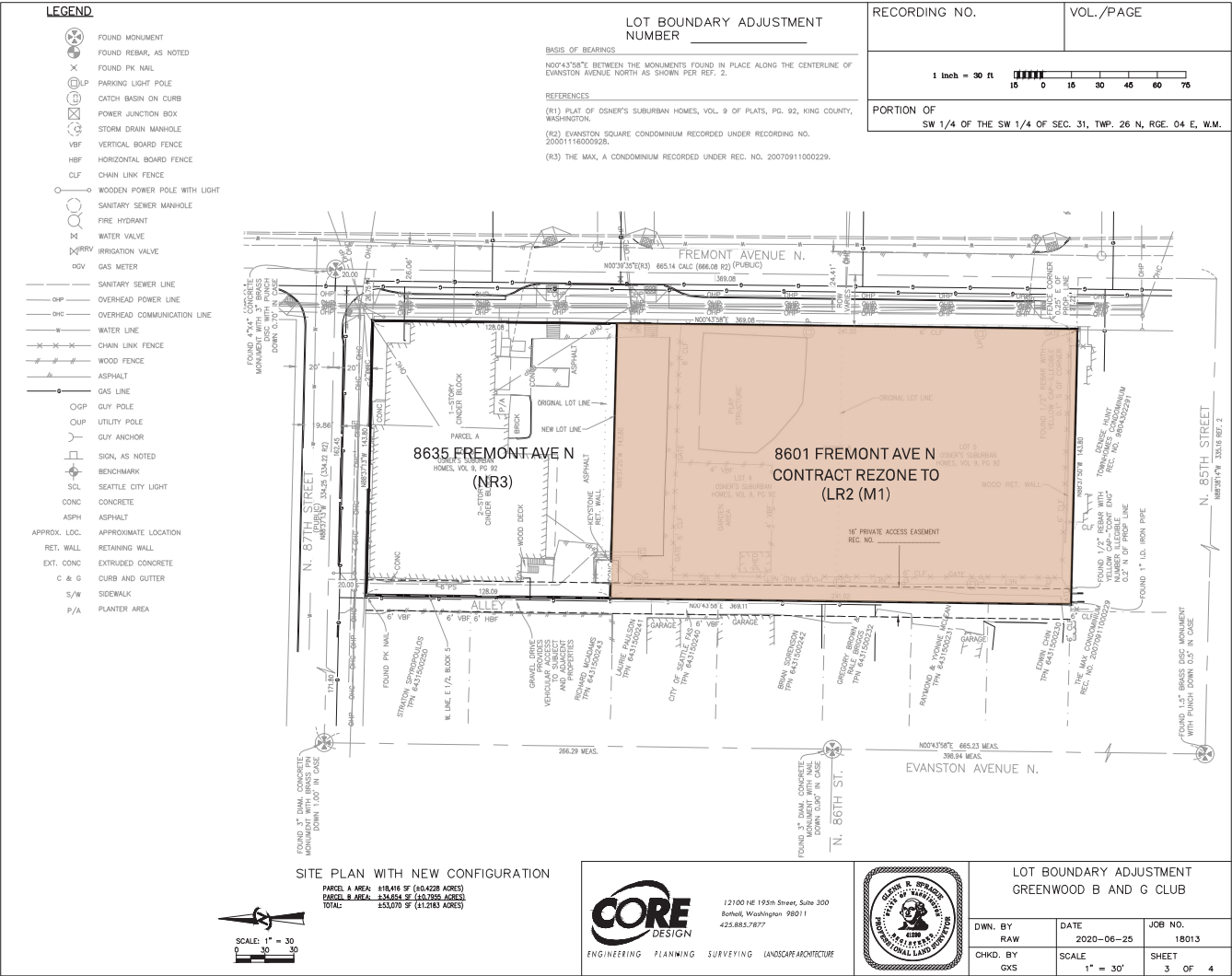
The proposed development site began as a partnership with the Boy's and Girl's as a boundary lot adjustment, split into two parcels. Parcel B is the proposed site:

Legal Description:

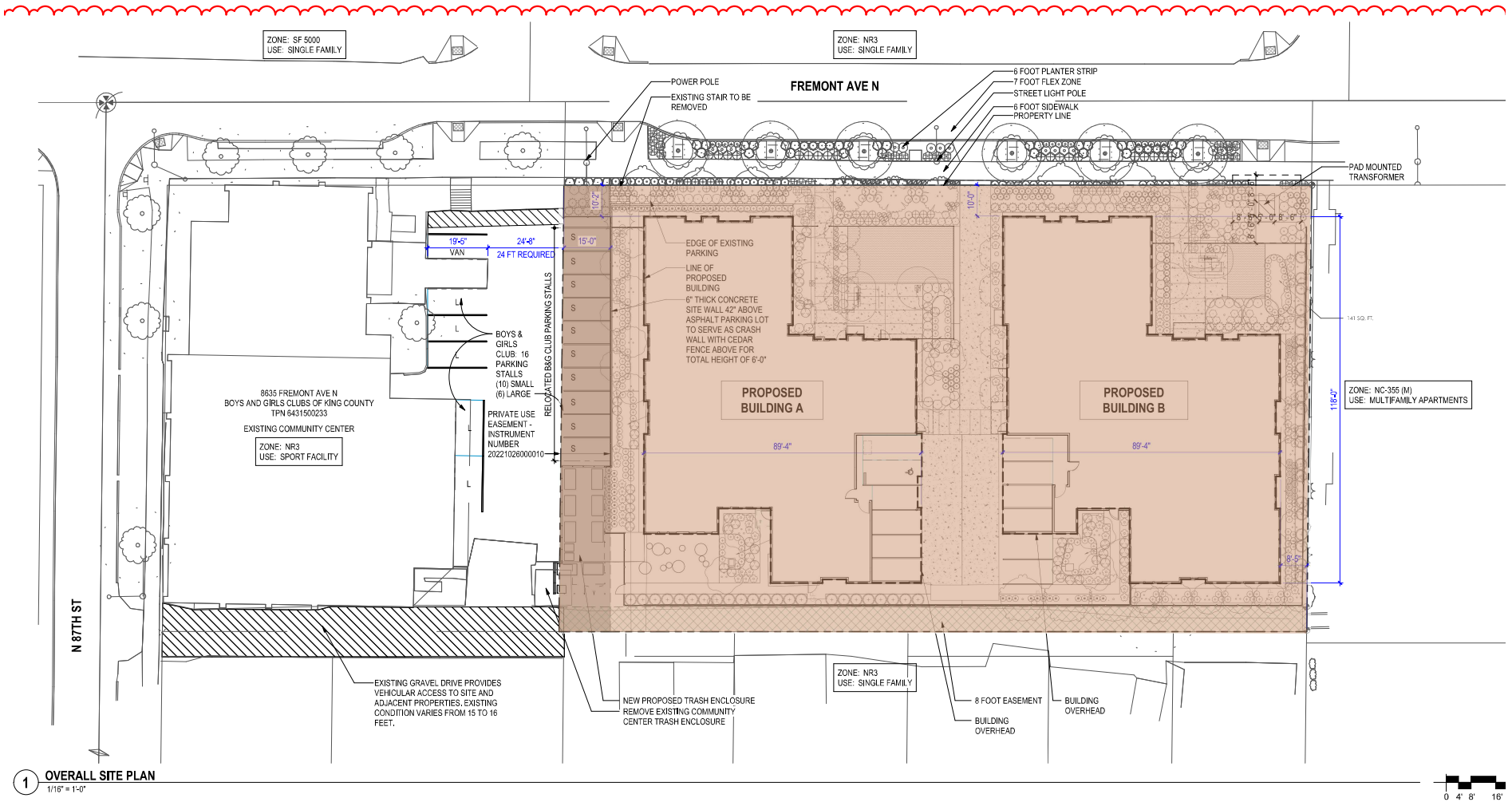
PARCEL B:
ALL OF THE EAST ONE-HALF OF LOTS 4 AND 5, BLOCK 5, OSNER'S SUBURBAN HOMES, ACCORDING TO THE RECORDED PLAT THEREOF IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;
EXCEPT THAT PORTION LYING NORTH OF THE FOLLOWING DESCRIBED LINE:
COMMENCING AT THE NORTHEAST CORNER OF LOT 3 OF SAID PLAT, THENCE S00°43'58"W, ALONG THE EAST LINE OF SAID LOT 3, 135.08 FEET TO THE POINT OF BEGINNING;
THENCE N88°37'25"W 143.80 FEET TO THE WEST LINE OF SAID EAST HALF AND THE TERMINUS OF SAID LINE.

Parcel number:

6431500234



➤ SURVEY - SITE PLAN



PROPOSED SITE PLAN

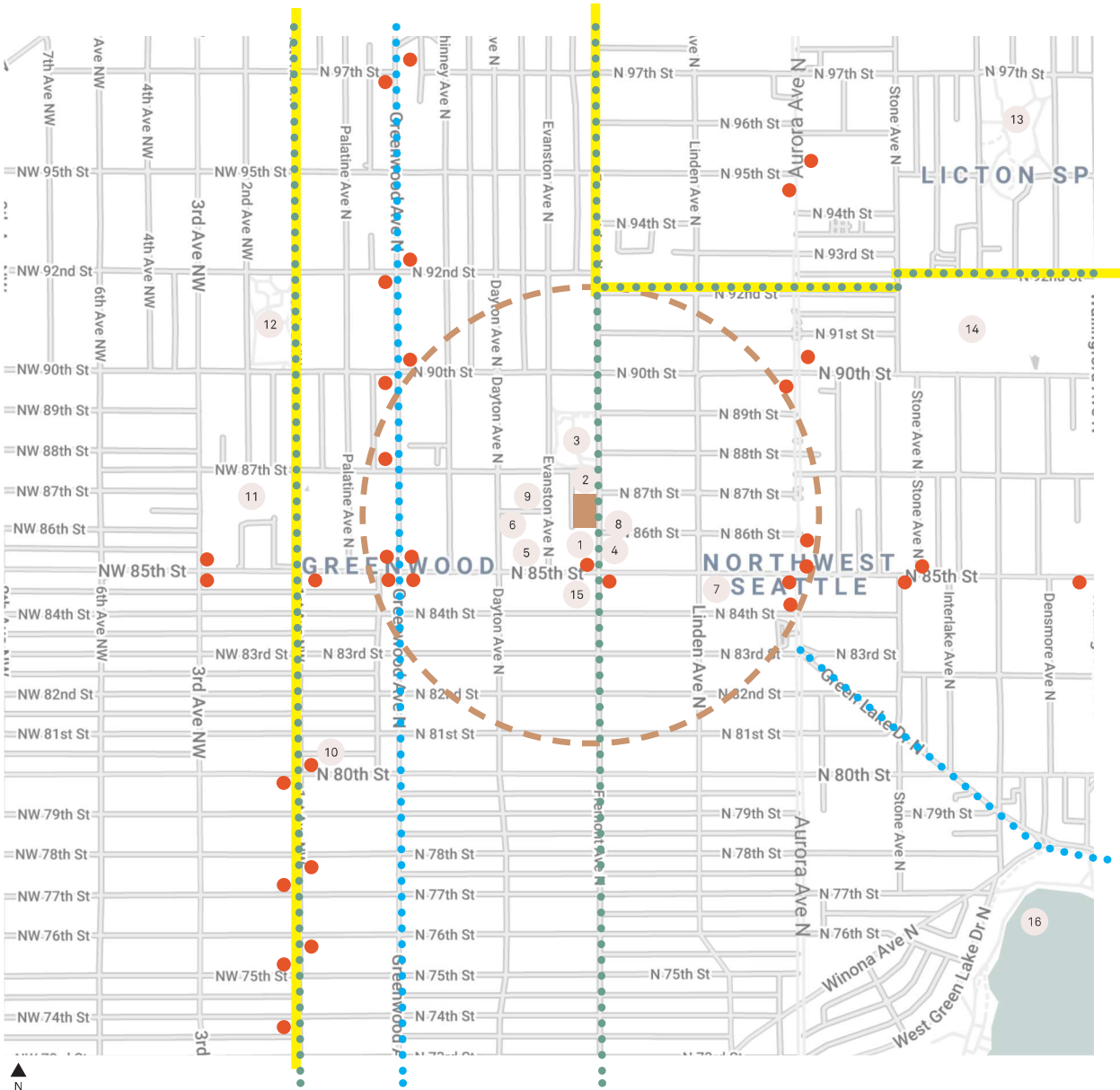
URBAN DESIGN ANALYSIS

Vicinity Map

The proposed 3-story residential building is located on Fremont Ave, in the Greenwood neighborhood, directly across from the Greenwood Boys and Girls Club and Greenwood Park. Situated between Greenwood Ave and Aurora Ave, and within walking distance to Green Lake, this new affordable residential building is well situated to become a central node for living and working.

- Neighborhood Greenway
- Bike Lane
- Stay Healthy Streets
- Bus Stop
- 5 MIN WALK - 1/4 MILE

Denise Hunt Townhomes	1	Robert Eagle Staff Middle School	14
Boy's and Girl's Club	2	Greenwood Senior Center	15
Greenwood Park	3	Greenlake	16
8500 Fremont Apartments	4		
Evanston Square Condos	5		
Max Apartments	6		
Linden Street Townhomes	7		
Single Family Home	8		
Single Family Home	9		
Greenwood Library	10		
Fred Meyer	11		
Sandel Park	12		
Licton Springs Park	13		



Site Context Images



1. DENICE HUNT TOWNHOMES



2. BOYS AND GIRLS CLUB NORTH SEATTLE



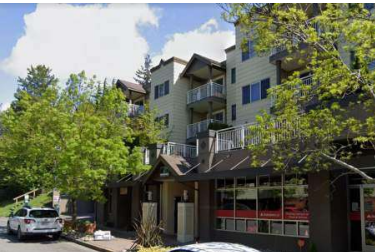
3. GREENWOOD PARK



4. 8500 FREMONT



5. EVANSTON SQUARE CONDOMINIUMS



6. MAX APARTMENTS



7. TOWNHOMES AT LINDEN AND 85TH



8. SINGLE FAMILY HOME ON FREMONT AVE



9. SINGLE FAMILY HOME ON EVANSTON



10. GREENWOOD LIBRARY



11. FRED MEYER



12. SANDEL PARK



13. LICTON SPRINGS PARK



14. ROBERT EAGLE STAFF MISSILE SCHOOL



15. GREENWOOD SENIOR CENTER



16. GREENLAKE

ENCORE ARCHITECTS

Greenwood Apartments Contract Rezone Application 08.12.2024 9

Adjacent Uses

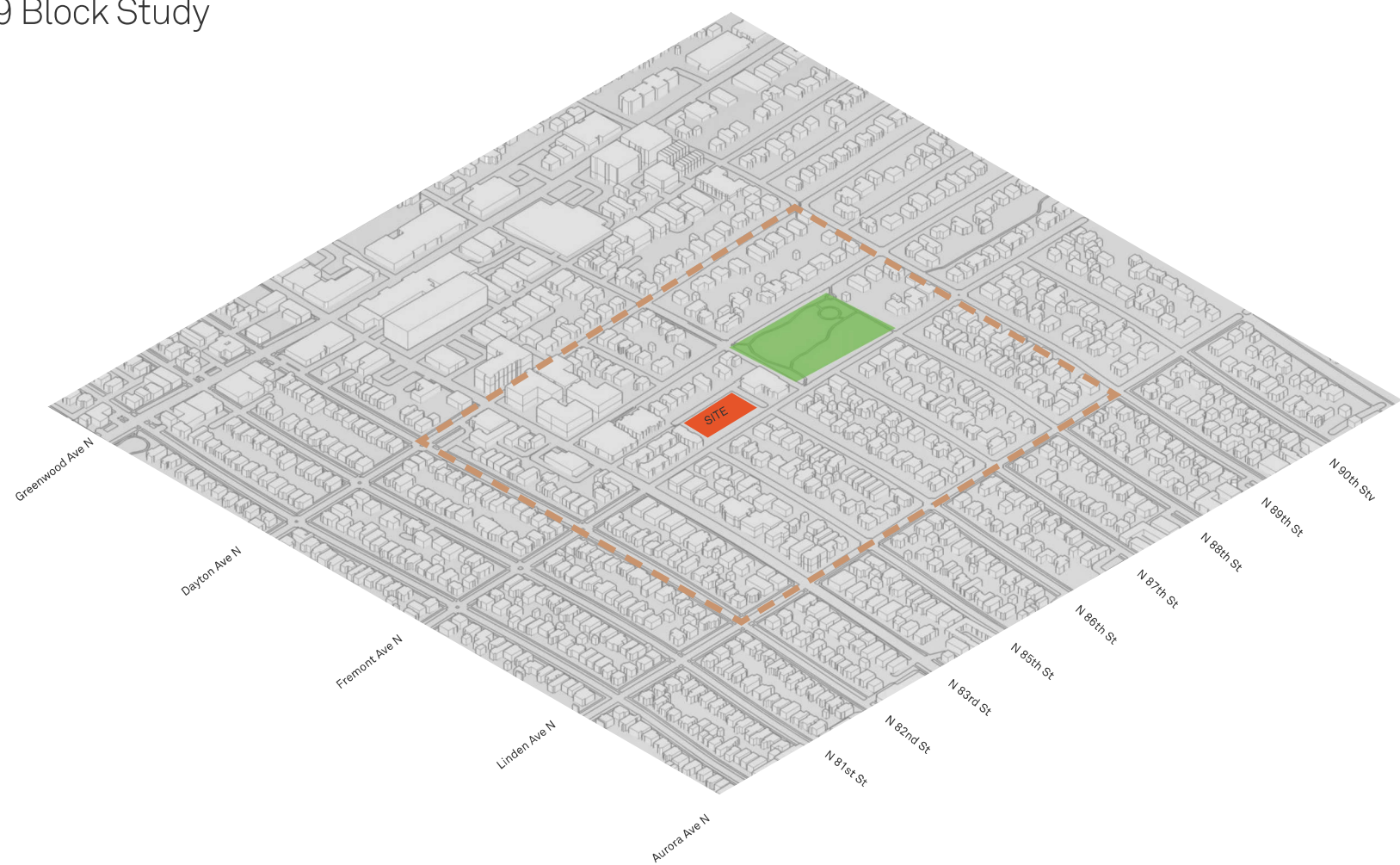
On a neighborhood Green way along Fremont Ave N, the project site is mostly surrounded by residential uses, both single family and increasingly more multifamily. Situated directly across from the Greenwood Boys and Girls Club and centered between the commercial streets of Greenwood Ave and Aurora Ave, the project is well suited to transition the neighborhood between single family homes and more commercial uses.

Legend

Residential (single-family & multi-family)	<div></div>
Mixed-Use	<div></div>
Commercial	<div></div>
Public	<div></div>
Medical	<div></div>
Community / Religious	<div></div>
Education / Institutional	<div></div>
Park/Open Space	<div></div>



9 Block Study



PROJECT SITE



BOYS AND GIRLS CLUB PARKING



➤ EAST SIDE OF FREMONT (NEIGHBORHOOD GREENWAY)

N 87th St



N 86th St

➤ EAST SIDE OF FREMONT(NEIGHBORHOOD GREENWAY)



➤ SITE FACING WEST



Fremont Ave N

PROJECT SITE

Private Access
Easement

➤ NORTH LOT LINE FROM BOYS AND GIRLS CLUB PARKING



➤ BOYS AND GIRLS CLUB FROM BOYS AND GIRLS CLUB PARKING



A - SOUTH OF SITE



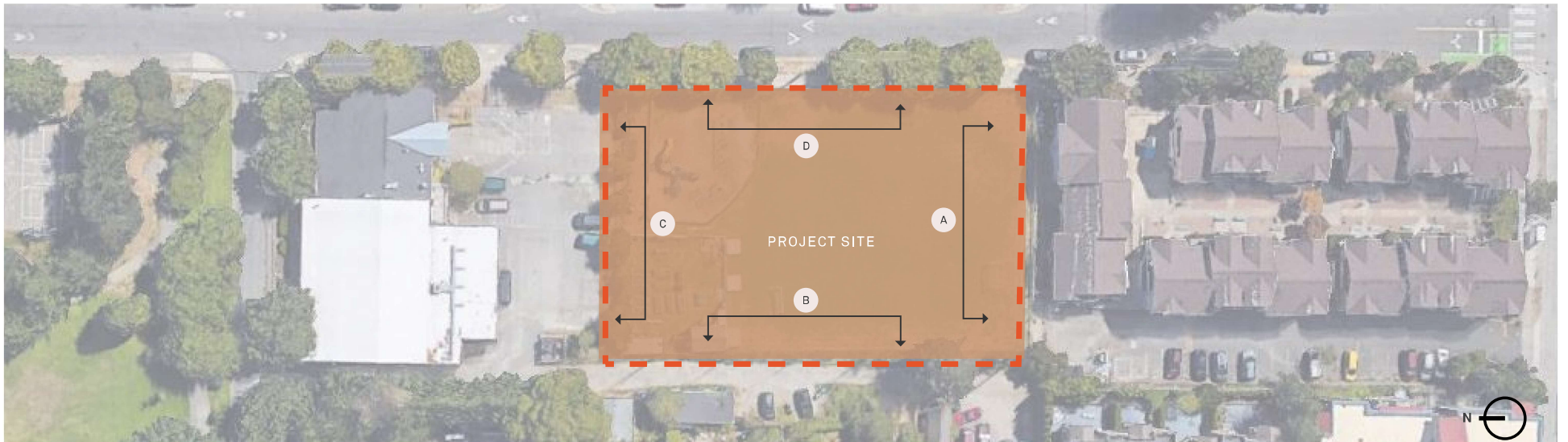
B - WEST OF SITE

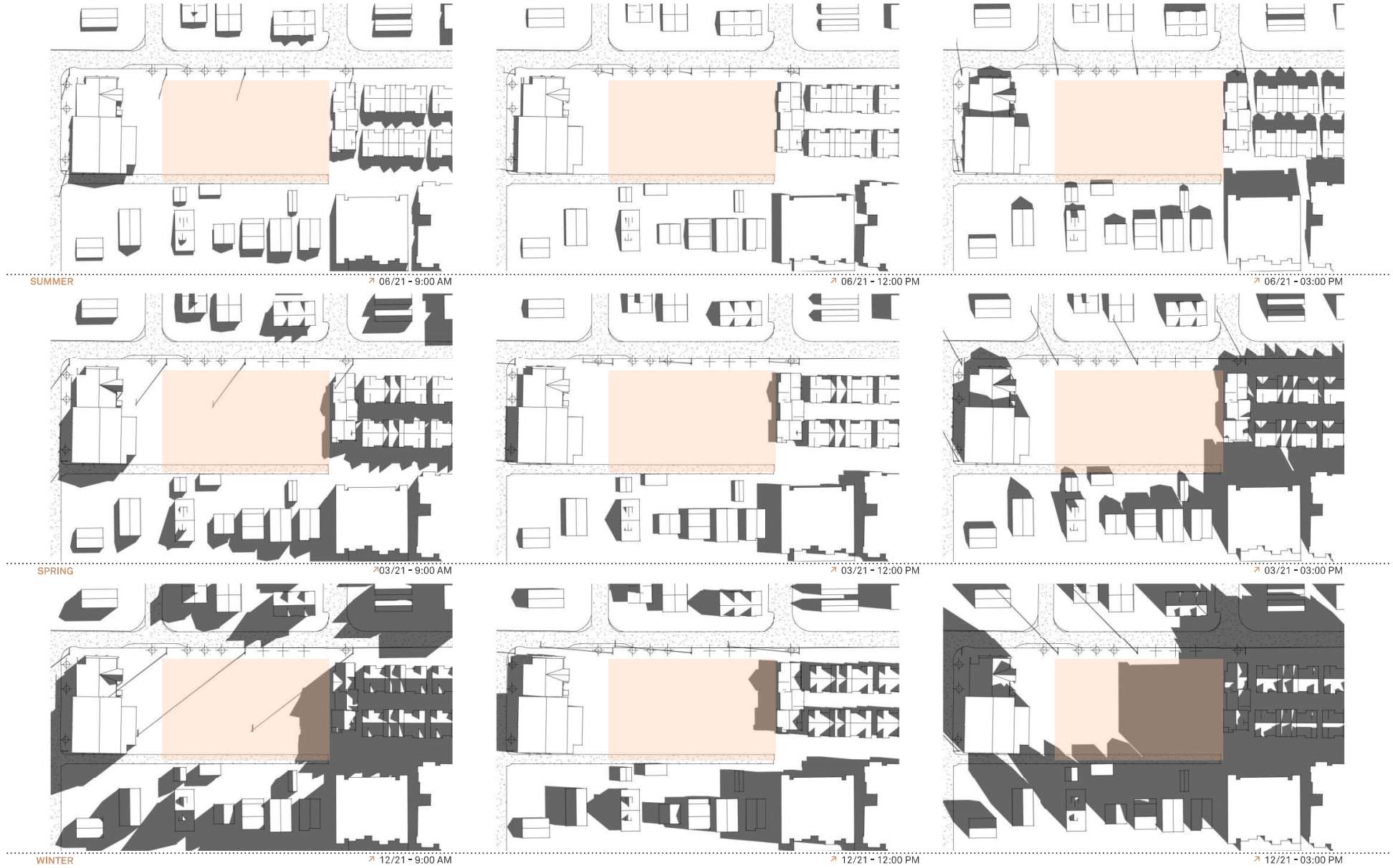


C - NORTH OF SITE



D - EAST OF SITE





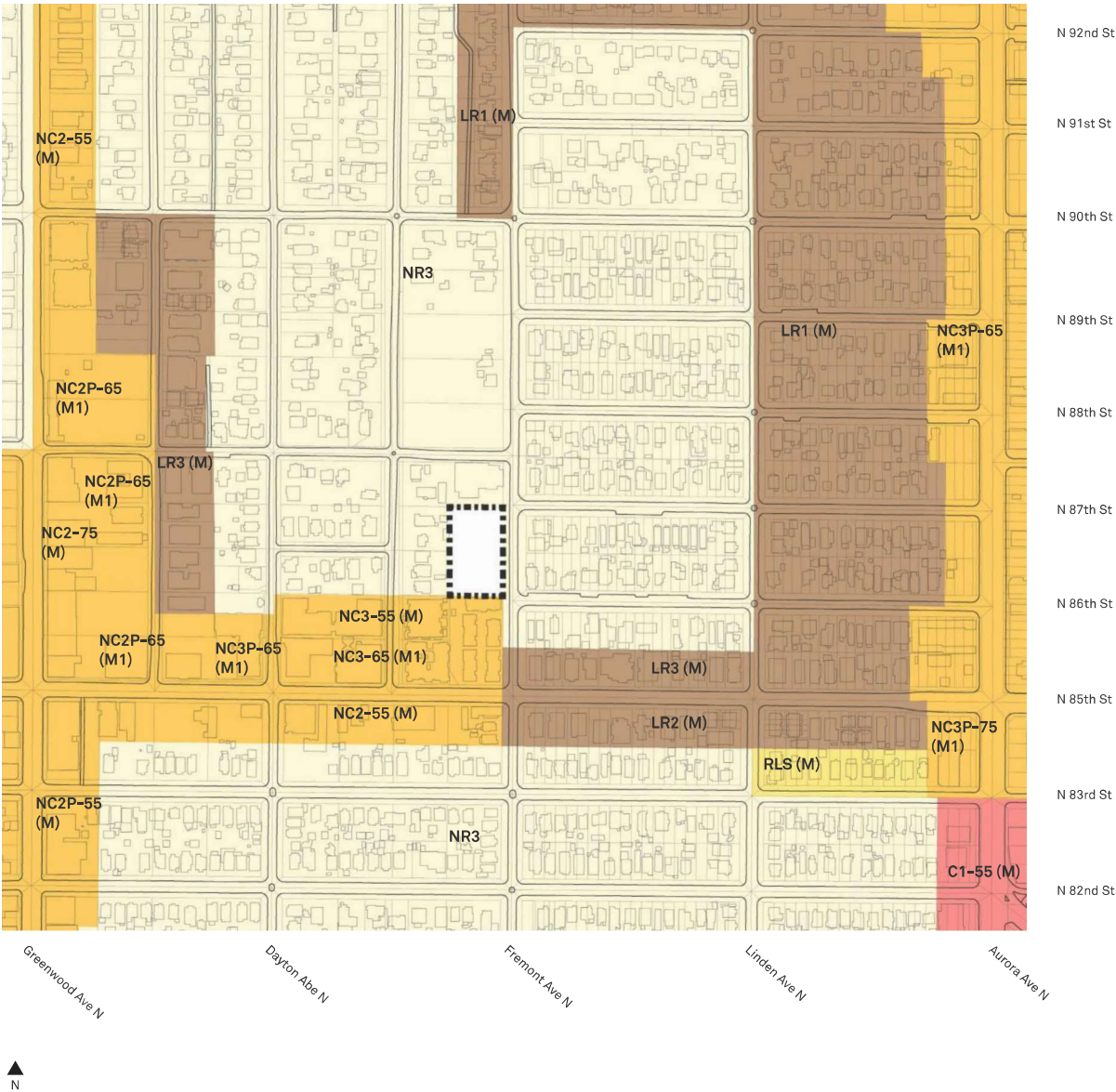
ENCORE ARCHITECTS

Greenwood Apartments Contract Rezone Application 08.12.2024 15

Zoning Map

Zoning Legend

Single Family	<div></div>
Residential Small Lot	<div></div>
Lowrise Multi-Family	<div></div>
Neighborhood Commercial	<div></div>
Commercial	<div></div>



Introduction

The project site is located adjacent to the Greenwood Village overlay just north of the NC3-55 (M) zone along Fremont Avenue North. The currently vacant site provides an ideal opportunity to provide a height/ bulk/scale transition between the NC3-55 (M) and the NR3 zoning. The zoning map on the adjacent page shows precedent for Low Rise zoning buffering this neighborhood from the denser NC zones.

The location is a good candidate for Lowrise 2 because the roads, transit, schools, parks and commercial activity and utility services can support higher density development. The block itself has less than fifty percent single family use. The proposal provides appropriate setbacks not only to the single family but to all the adjacent properties.

There is great need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing. Under the proposed LR2 (M1) zoning, the density would allow for this affordable housing to provide a mix of unit types including family-size affordable units, which are in very short supply within the City limits.

23.34.006 Application of MHA suffixes in Type IV rezones

23.34.008.C Zoning History and Precedential Effect.

Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

Response: The site is in a zone that has not previously been in the MHA program. We are requesting the application of MHA suffix to increase the development capacity in order to provide more affordable housing units. While this project will meet the MHA requirements regardless of the suffix, we think the site should be M(1) since we are asking to change from Neighborhood residential zones (Category 1) to LR2 (Category 2).

23.34.008 General Rezone Criteria

23.34.008.C Zoning History and Precedential Effect.

Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

Response: The relevant “area” for the purposes of rezone analysis is the west side of Fremont Avenue between 85th and 95th. North of 90th is the precedent for treating the west side of Fremont Avenue differently from the areas to the east and west. The west side of Fremont Avenue North between 90th and 92nd is zoned LR and in multifamily use. By contrast, the west side of Fremont Avenue is zoned NR3 between 86th and 92nd, as is the east side of Evanston Avenue N. Thus, Council has already approved a two-block-long, ¼ block wide finger of multifamily zoning in the area. The applicant here requests the mirror image (see zoning map).

Although the blocks to the east of Fremont Avenue and west of Evanston Avenue are predominately single-family, the character of the west side of Fremont Avenue itself is different from both. It marks the transition between two historical plats: the Green Lake Addition to the east, and the Osners Suburban Homes Addition to the west.

North-south blocks in the Green Lake Addition are each one block (approx. 260ft) long, whereas North-South blocks in Osners span approximately 650 feet, or two-and-a-half Green Lake blocks, and the streets in the two plats do not align. For example, N 87th Street in Green Lake (east of Fremont) is ¼ block south of N 87th Street in Osners (west of Fremont), and the jog occurs at Fremont. The Green Lake 86th, 88th, and 89th each terminate at Fremont Avenue and do not extend into Osners. As a result, two Osners blocks on the west side of Fremont (including the Subject Parcel) together span the five Green Lake blocks between N 85th St. and N 90th St.

The lot size and nature of this transition area lends itself to zoning treatment different from other blocks in the area, even across the same avenue.

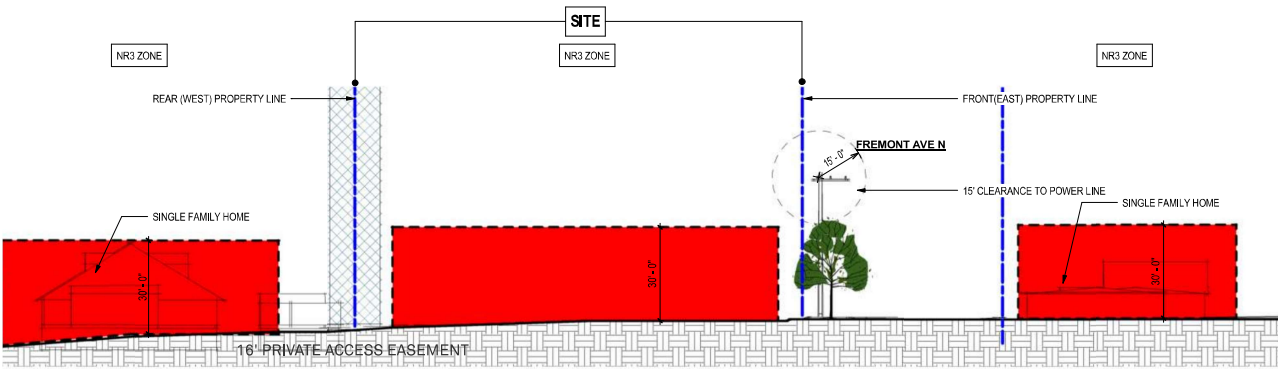
23.34.008 General Rezone Criteria
(CONTINUED)

23.34.008.E Zoning principles

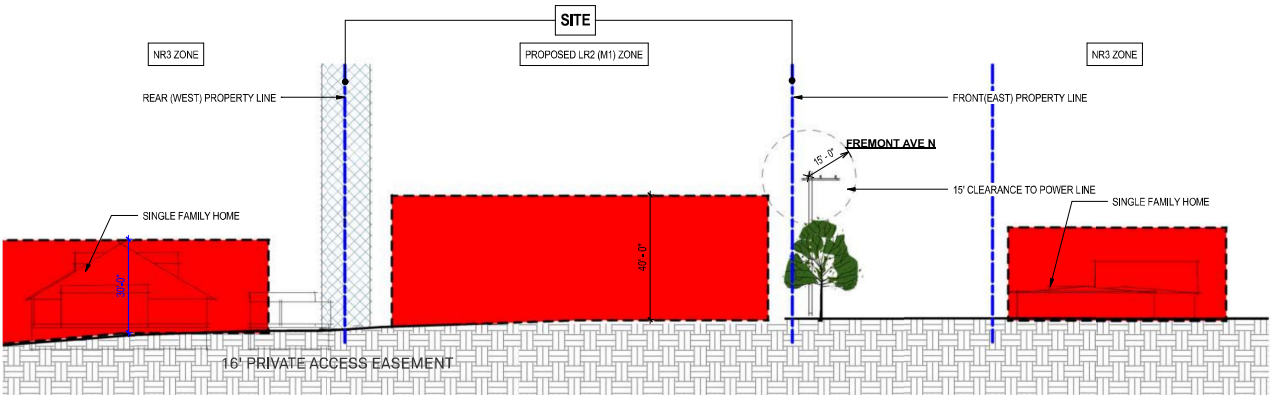
E.1 - The impact of more intensive zones on less intensive zones, or industrial and commercial zones on other zones, shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

Response: The proposed LR (M1) zone will act as a transition from the NC3-55 (M) to the NR3. While the adjacent property to the north is zoned NR3, it's use since 1947 have been the Boys and Girls of Seattle, a community center. The adjacent southern NC3-55(M) property's use is the affordable townhouse project, Denice Hunt Townhomes. Proposing the use of affordable low-rise apartments between these uses is not out of context. See Adjacent Uses map.

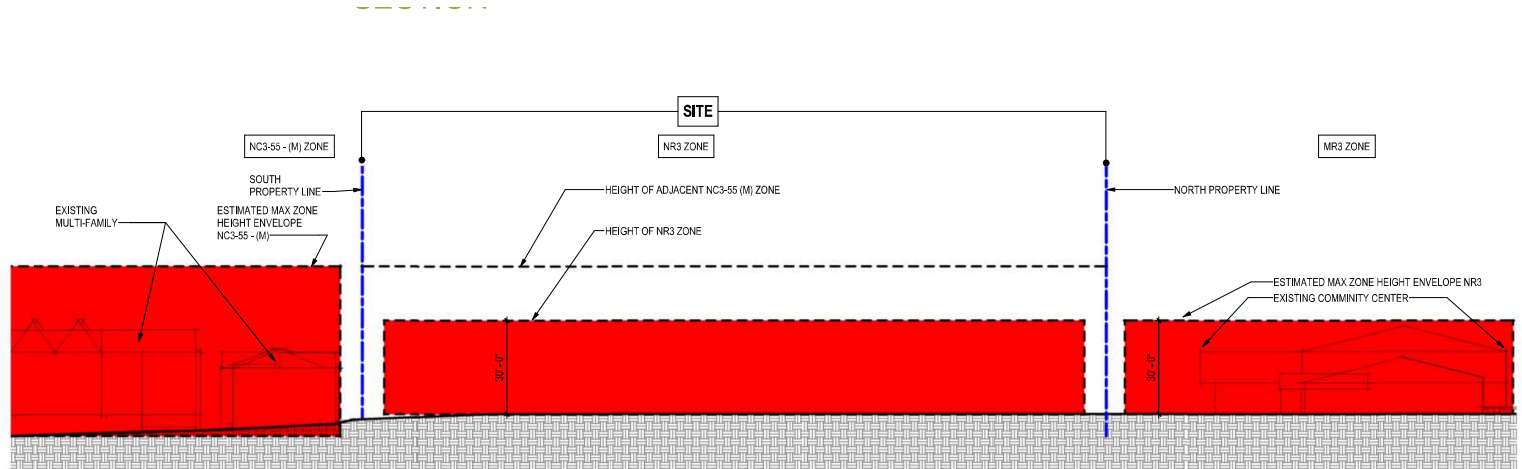
The project seeks to create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone. The Boys and Girls of Seattle is a two-story gabled and flat roof building. Denice Hunt Townhomes is a mix of two and three story pitched roof buildings with a potential zoning height of 55 feet. The Neighborhood residential zone to the east and west is a mix of one and two stories pitched roofs with a zoning potential to be 35 feet high. Our project will be between the two zoning heights at 40 feet. Refer to Sections on this page and next.



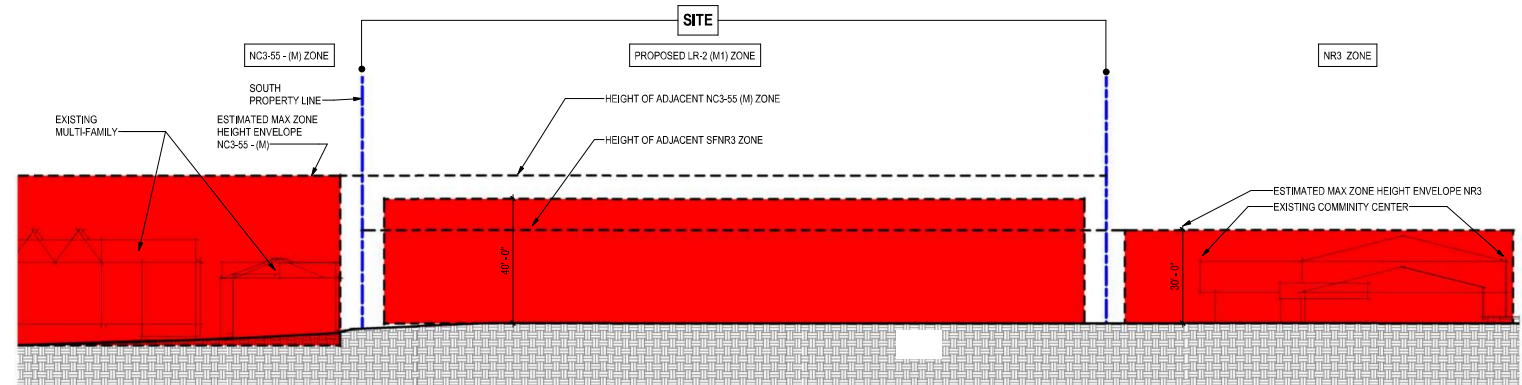
1 TRANSVERSE BUILDING SECTION - ZONING DIAGRAM - EXISTING
1" = 20'-0"



2 TRANSVERSE BUILDING SECTION - ZONING DIAGRAM - PROPOSED
1" = 20'-0"



1 LONGITUDINAL BUILDING SECTION - ZONING DIAGRAM - EXISTING
1" = 20'-0"



2 LONGITUDINAL BUILDING SECTION - ZONING DIAGRAM - PROPOSED
1" = 20'-0"

23.34.008 General Rezone Criteria

(CONTINUED)

E.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;

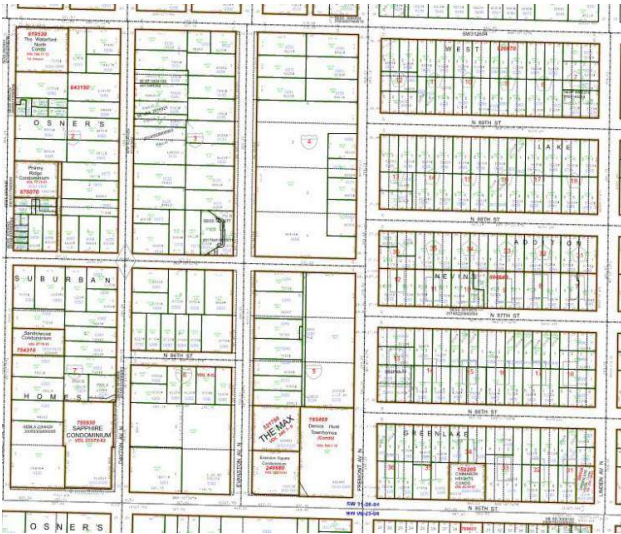
Response: Not applicable.

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

Response: Not applicable

c. Distinct change in street layout and block orientation;

Response: Fremont Ave. N at this site marks the transition between two historical plats: the Green Lake Addition to the east, and the Osners Suburban Homes Addition to the west. Due to this transition between plats, the Subject parcel occupies a single block face fronting Fremont Avenue between 85th and 87th (which is ½ block north of 87th on the east side of Fremont), while the structures to the east across Fremont Avenue are mostly corner lots. The main entry for those home are not on Fremont Avenue N.



➤ DISTINCT CHANGE IN STREET LAYOUT AND BLOCK ORIENTATION



➤ MAIN ENTRY ORIENTATION OF EXISTING EASTERN SINGLE FAMILY DWELLINGS

23.34.008 General Rezone Criteria
(CONTINUED)

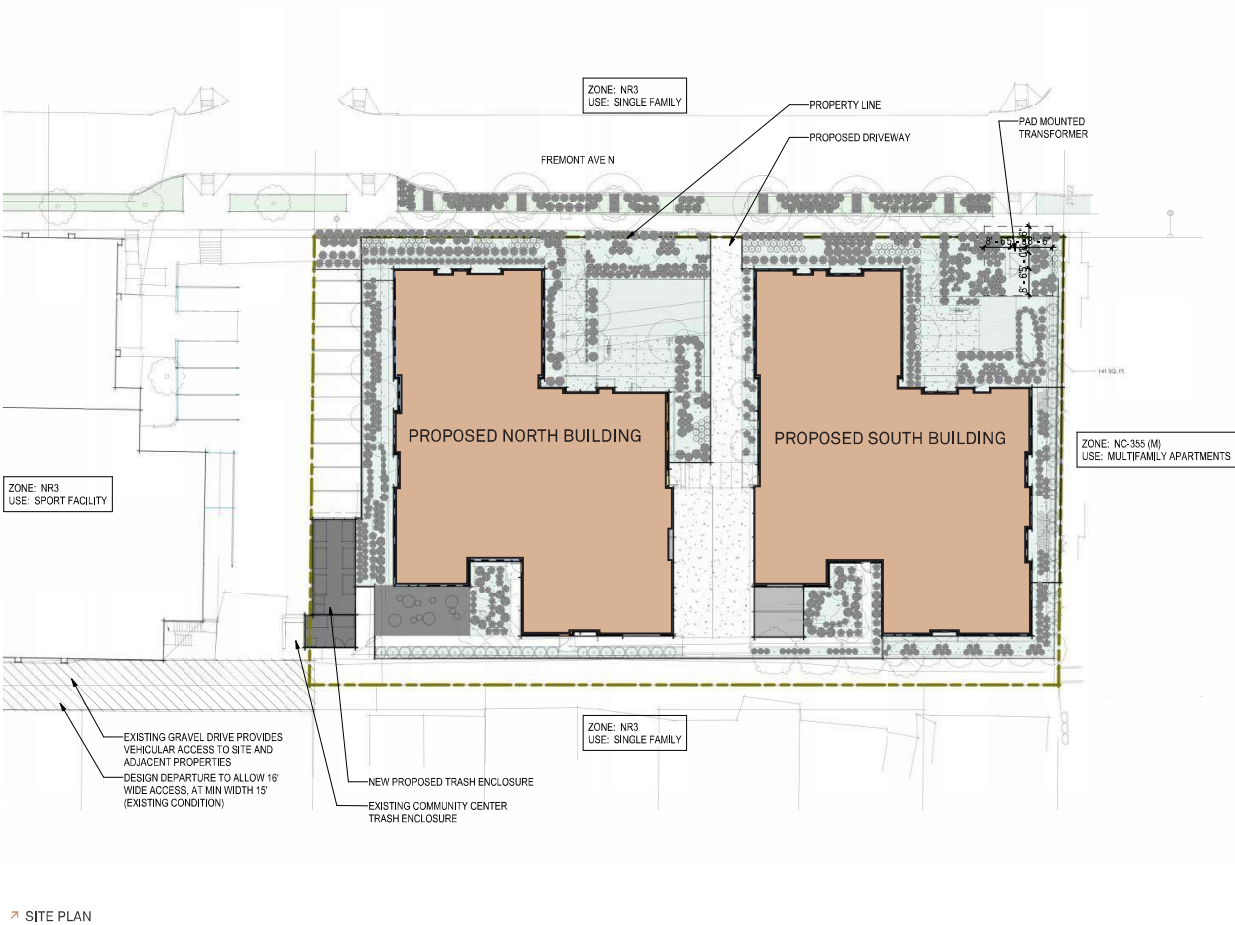
d. Open space and greenspaces.

Response: The project is setback 15 to 31 feet from the neighborhood residential lot line to the west. The project sits approximately 8'-5" feet from the Denise Hunt Townhomes at the south. And is more than 80 feet from the houses on the east side of Fremont Ave. At the north the project is set back 25'-10" feet from the lot line. Also, the placement of the two buildings' "front yards" (see below) minimizes the shading on the adjacent sites as can be seen in the sun studies on page 23.

To minimize disrupting the privacy and outdoor activities of residents in adjacent buildings, the common open space for the building residents is at grade and, therefore, reduces the number of people viewing into the adjacent buildings. Along the west side there is a 25'-10" set back from the property line. Additionally, a portion of the west side pushes east 16 feet further from rear setback to create further separation from the back yards of the homes across the driveway. The side setback to the south is slightly wider than the required average of 7 feet. Refer to the site plan adjacent and the section on the next page.

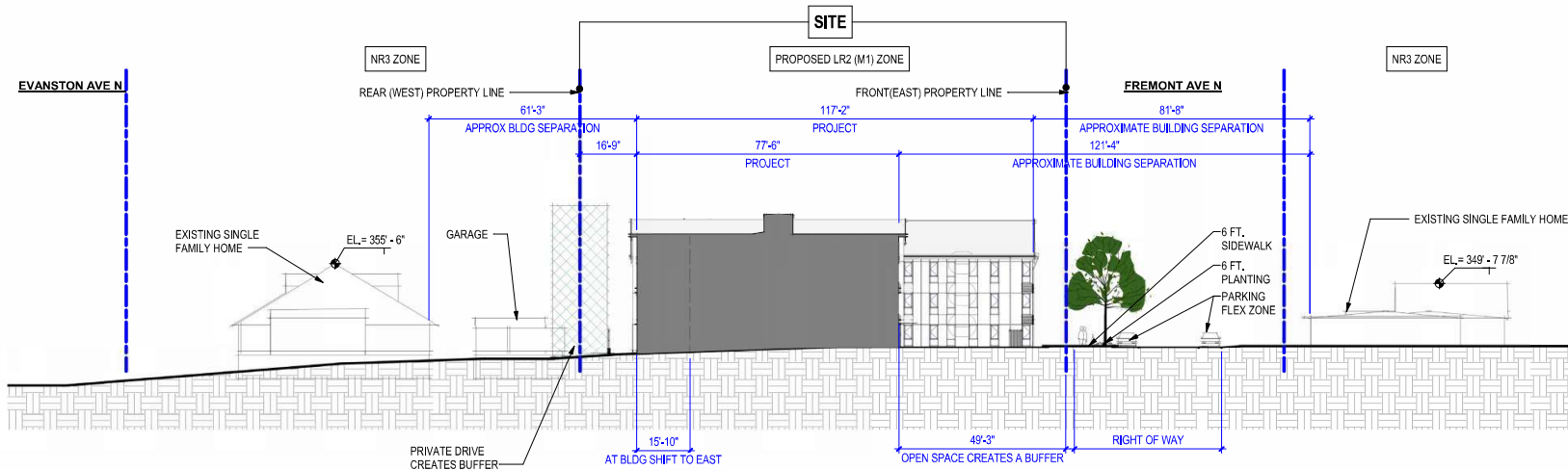


➤ "FRONT YARD" OPEN SPACE ALONG FREMONT AVENUE NORTH



23.34.008 General Rezone Criteria

(CONTINUED)



➤ PHYSICAL BUFFERS | DISTANCES FROM EXISTING SINGLE FAMILY HOMES | APPROXIMATE HIGHEST ROOF ELEVATION

E.3.a. Zone boundaries - In establishing boundaries, the following elements shall be considered:

1) Physical buffers as described in subsection 23.34.008.E.2;

Response: The private drive provides a buffer to the backyards of the houses along the west. There is approximately 61'-3" building separation with the parking is exposed. There is an additional 15'-10" of separation where the building shifts to the east.

The "Front Yard" open space buffers the project from the eastern homes. When there is no front yard, the separation is approximately 81'-4". Additionally Fremont Ave N 60 foot right of way creates a buffer with the 6 foot sidewalk zone, 6 foot planting area, 7 foot flex zone, 11 foot travel lanes and 7 foot flex zone.

The parking lot of the North Seattle Boys and Girls Club creates distance between buildings.

and 2) Platted lot lines.

Response: The proposed zone edge follows platted lot lines and rights-of-way. The site underwent a Boundary Lot Adjustment which went from three parcels down to two. The northern parcel is the Seattle Boys and Girls Club with their associated parking and the southern parcel remains for this project. The south, east and west boundaries remain the same. Refer to Page 6.

E.3.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.

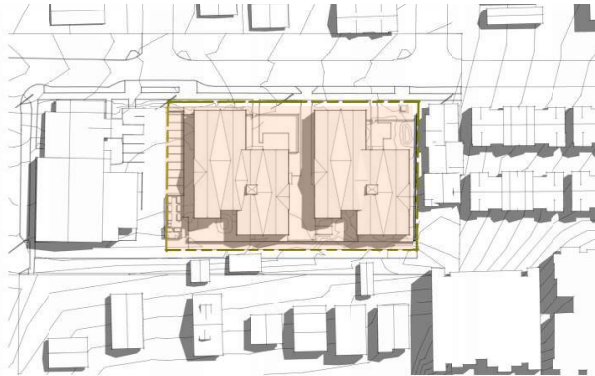
Response: The proposal is solely residential, therefore, this section does not apply.

E.4 - In general, height limits greater than 55 feet should be limited to urban villages. Height limits greater than 55 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.

Response: Not Applicable - We are not requesting a height limit greater than 55 feet.



SUMMER 06/21 - 9:00 AM



06/21 - 12:00 PM



06/21 - 03:00 PM



SPRING 03/21 - 9:00 AM



03/21 - 12:00 PM



03/21 - 03:00 PM



WINTER 12/21 - 9:00 AM



12/21 - 12:00 PM



12/21 - 03:00 PM

23.34.008 General Rezone Criteria

(CONTINUED)

23.34.008.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:

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

Response: The project directly addresses the need for low income housing by providing 53 units of affordable housing, including family-sized units, where today there are none. The current zoning does allow development of affordable housing on the Neighborhood residential but the market will not building affordable single-family. Under the proposed zoning, the proposal yields 53 units with plans to accommodate family-sized affordable units, which are in very short supply within the City limits.

1.b - Public services;

Response: Our neighbor, North Seattle Boys and Girls Club, has expressed excitement to serve children living next door. There is also the near by Greenwood Senior Center to support older residents. We are not expecting impacts to police or utilities. The buildings will have sprinklers so there is less risk for fire fighting. Since the project will increase the number of children housed, there will be some increase school enrollment. The residents will also enjoy the near by Greenwood Park.

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

Response: The impacts of this project on the environment will be largely positive, with some minor exceptions. The density associated with the rezone will allow 53 families to live together in a carbon-efficient housing type in a walkable community with great access to mass transit. These residents' carbon footprint will be a fraction of what it would have been without this infill opportunity. The existing surface doesn't infiltrate well according to soils exploration, it may be functioning more like impervious surface. The project enabled by the rezone will do a better job handling the surface runoff simply because it will comply with modern stormwater

codes. The "front yards" provide access to air and light to the street. The project does not displace any functioning habitat. It will generate noise, light, and shadows common to any development, but these impacts are slight.

1.d - Pedestrian safety;

Response: Pedestrian safety will be enhanced, not negatively impacted by the development, by providing occupied spaces with views to public rights-of-way where there were none. Safety in general may be enhanced with greater numbers of people providing 'eyes on the street'.

1.e - Manufacturing activity;

Response: Not applicable

1.f - Employment activity;

Response: Not applicable

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

Response: Not applicable.

1.h- Shoreline view, public access, and recreation

Response: Not applicable - the site is not near a 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:

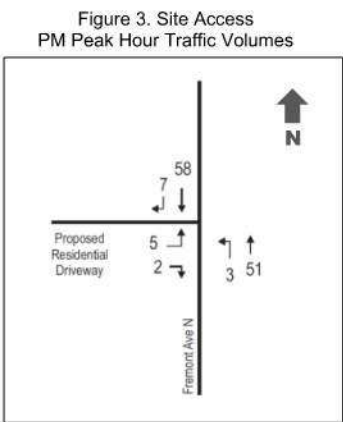
2.a. - Street access to the area;

Response: Traffic operations for the proposed site access driveway on Fremont Avenue N were evaluated for the PM peak hour. Traffic counts at the adjacent N87th Street / Fremont Avenue N intersection, just north of the proposed site driveway location were conducted by Idax Data Solutions on Tuesday, January 11, 2022 from 4:00 to 6:00 P.M. This traffic count provided vehicle, pedestrian, and bicycle volumes along both N 87th Street and Fremont Avenue N and was deemed adequate to use for this evaluation. The proposed project is estimated to be complete in 2026, so a 2% annual growth rate was applied to the traffic count volumes to estimate 2026 volumes along Fremont Avenue N. The estimated PM peak hour project trips were added to the site driveway to represent with-project conditions as shown on Figure 3. This is a conservative analysis since with the limited on-site parking supply, not all the PM peak hour trips may use this driveway.

These volumes were used to evaluate the operational levels of service for the proposed residential driveway on Fremont Avenue N, using methodologies established in the Highway Capacity Manual (HCM), 6th Edition. Levels of service for the driveway intersection during the PM peak hour (time of day with the highest traffic volumes) were determined using the Synchro 11.1 analysis software. The model reflects the existing roadway geometry, which is assumed to remain unchanged for future 2026 conditions.

The driveway intersection is expected to operate at LOS A during the PM peak hour with the proposed Greenwood Apartments project. This is an excellent level of service. The project would not adversely affect traffic operations along Fremont Avenue N.

23.34.008 General Rezone Criteria
(CONTINUED)



2.b. - Street capacity in the area;

Response: The Seattle Department of Transportation (SDOT) traffic count databases include pre-COVID-19 traffic count data for streets and intersections within the site's vicinity. In February 2017 peak hour turning movement counts were conducted at two intersections along N 85th Street: at Fremont Avenue N and at Greenwood Avenue N. During the AM peak hour 1,400 and 1,850 total vehicles entered these intersections per hour, respectively. During the PM peak hour, 1,620 and 2,325 total entering vehicles entered these intersections, respectively. In October 2018, total daily traffic along N 85th Street (west of SR99) was counted, identifying a total average weekday volume of 33,300 vehicle trips per day. In addition, in March 2019 Idax Data Solutions counted the N 87th Street/Greenwood Avenue N intersection during the PM peak hour, with 1,295 total entering vehicles.

The proposed Greenwood Apartments project is expected to generate 150 vehicle trips per day, with 14 vehicle trips during the AM peak hour and 17 vehicle trips during the PM peak hour. The addition of these trips to the nearby streets and intersections within the site vicinity would be considered a negligible impact, as drivers would not notice the less than one percent increase in traffic volumes during both the peak and non-peak times throughout the day.

2.c. - Transit Service;

Response: The site is well served by King County Metro. The number 45 bus has stops on next block over on N 85th St. The Rapid Ride E line is less than a five minute walk to Aurora Ave. N. The number 5 and 16 express lines on Greenwood Ave. N are also a five minute walk. See diagram on Page 8.

2.d. - Parking capacity;

Response: The proposed project is estimated to generate a peak parking demand of 27 vehicles. Though not required, the project would provide 11 on-site parking spaces. The project could generate an overspill of 16 vehicles on neighborhood streets during the overnight hours. On-street parking is available intermittently along Fremont Avenue N, N 87th Streets, and N 86th Street near the site. The project would include 58 total bicycle parking spaces to encourage non-vehicle usage. The site is conveniently located near transit service with stops on N 85th Street, Greenwood Avenue N, and Aurora Avenue N less than ½ mile from the site, including a stop for Metro's RapidRide E- line. These elements could entice future residents to not own a vehicle, and ultimately reduce the estimated number of neighborhood parking overspill.

2.e. - Utility and sewer capacity;

Response: Existing utility and sewer has the capacity.

2.f. - Shoreline navigation;

Response: Not applicable - not near shoreline.

Response: Circumstances have changed in favor of siting multifamily housing within a couple of blocks of commercial centers and transit. The property within a block or two of a two-mile stretch of 85th (from Interlaken Ave N to 19th Ave NW) has developed largely with multifamily housing in the last 25 years. The apartments just to the south of the site were built in 1997, long after the NR zoning was adopted. Society's understanding of how land use patterns affect climate change and how important dense, urban infill development is has increased markedly in just the last 5-10 years. Not to mention, the Mayor declared an affordable housing emergency five years ago. In only the last few years, Metro has added Bus Rapid Transit on Aurora and greatly improved headways on 85th.

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

Response: Not applicable - Not in an overlay district.

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

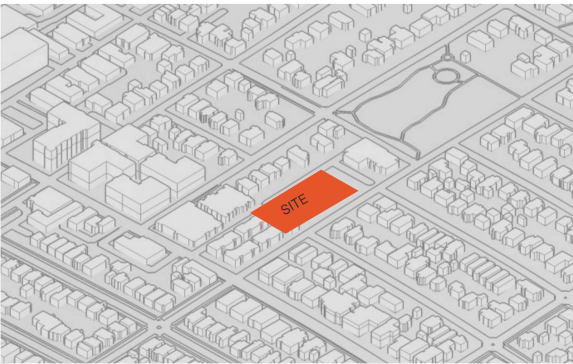
Response: Not applicable - Not in a critical area.

23.34.008.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 23.34.

23.34.009 Height Limits of the Proposed Rezone

If a decision to designate height limits in residential, commercial, or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply...

Response: Not applicable - The project is not seeking height independent of the requested LR2 (M1) zone.



23.34.010 Designation of NR1, NR2, and NR3 Zones

A. Except as provided in subsections B of Section 23.34.010, areas zoned NR1, NR2, or NR3 may be rezoned to zones more intense than NR3 if the City Council determines that the area does not meet the criteria for NR1, NR2, or NR3 zones.

Response: For the several reasons discussed below, Council should conclude that the subject parcel does not meet the criteria for NR1, NR2, or NR3 designation. In sum, the site is vacant and has never been improved with single-family structures. Several blocks in the immediate vicinity, particularly the half-blocks fronting the west side of Fremont Avenue, are not predominately in single-family use—either as a percentage of existing structures or as a percentage of land area. The site is adjacent to a lowrise zone to the south improved with multifamily structures, and multifamily uses dominate only two blocks north on Fremont Avenue. There has been no recent trend towards expanding or renovating single-family structures in the area. The site is more appropriate for lowrise zoning than it is for Neighborhood Residential.

B. Areas zoned NR1, NR2, or NR3 that meet the criteria contained in subsection B.1 through 23.34.011.B.3 may only be rezoned to zones more intense than NR3 if they are located within the adopted boundaries of an urban village...

Response: Not Applicable - Site is not within an urban village.

23.34.011 NR1, NR2 and NR3 zones, function and locational criteria

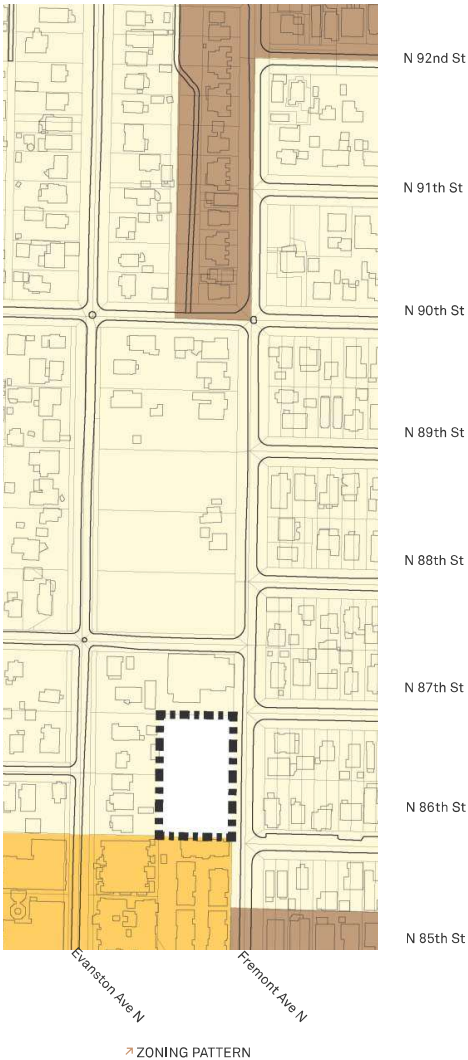
23.34.011.A - Function. An area that provides predominantly detached single-family structures on lot sizes compatible with the existing pattern of development and the character of single-family neighborhoods.

Response: On the west side of Fremont Avenue from south of 85th to north of 95th, there are only three parcels are both zoned NR3 and in single-family use. As discussed above in response to 23.34.008.C, the west side of Fremont Avenue between 85th and 95th is the relevant “area” for the purposes of rezone analysis because, although the blocks to the east of Fremont Avenue and west of Evanston Avenue are predominately single-family, the character of Fremont Avenue itself differs from both. It marks the transition between two historical plats: the Green Lake Addition to the east, and the Osners Suburban Homes Addition to the west.

Due to this transition between plats, the Subject parcel occupies a single block face fronting Fremont Avenue between 85th and 87th (which is ½ block north of 87th on the east side of Fremont), while the structures to the east across Fremont Avenue are mostly corner lots. Taking the side yard of the homes that face north or south as defining the eastern edge of the block for the purposes of 23.84A.004, the block contains ten structures, five of which are single-family houses. Four are apartment buildings and the last one is the Boys & Girls Club.

North of the subject property is Greenwood Park, which occupies two full blocks. North of 90th, the west side of Fremont is zoned LR1, and the lots are predominately in multifamily use - townhomes and duplexes.

North of 90th is the precedent for treating the west side of Fremont Avenue differently from the areas to the east and west. The west side of Fremont Avenue North between 90th and 92nd and in multifamily use. By contrast, the east side of Fremont Avenue is zoned NR3 between 86th and 92nd, as is the east side of Evanston Avenue N. Thus, Council has already approved a finger of multifamily zoning ½ block wide and two blocks long. The applicant here requests the mirror image.



B. Locational criteria. An NR1, NR2, or NR3 zone designation is most appropriate in areas that are outside of urban centers and villages and meet the following criteria:

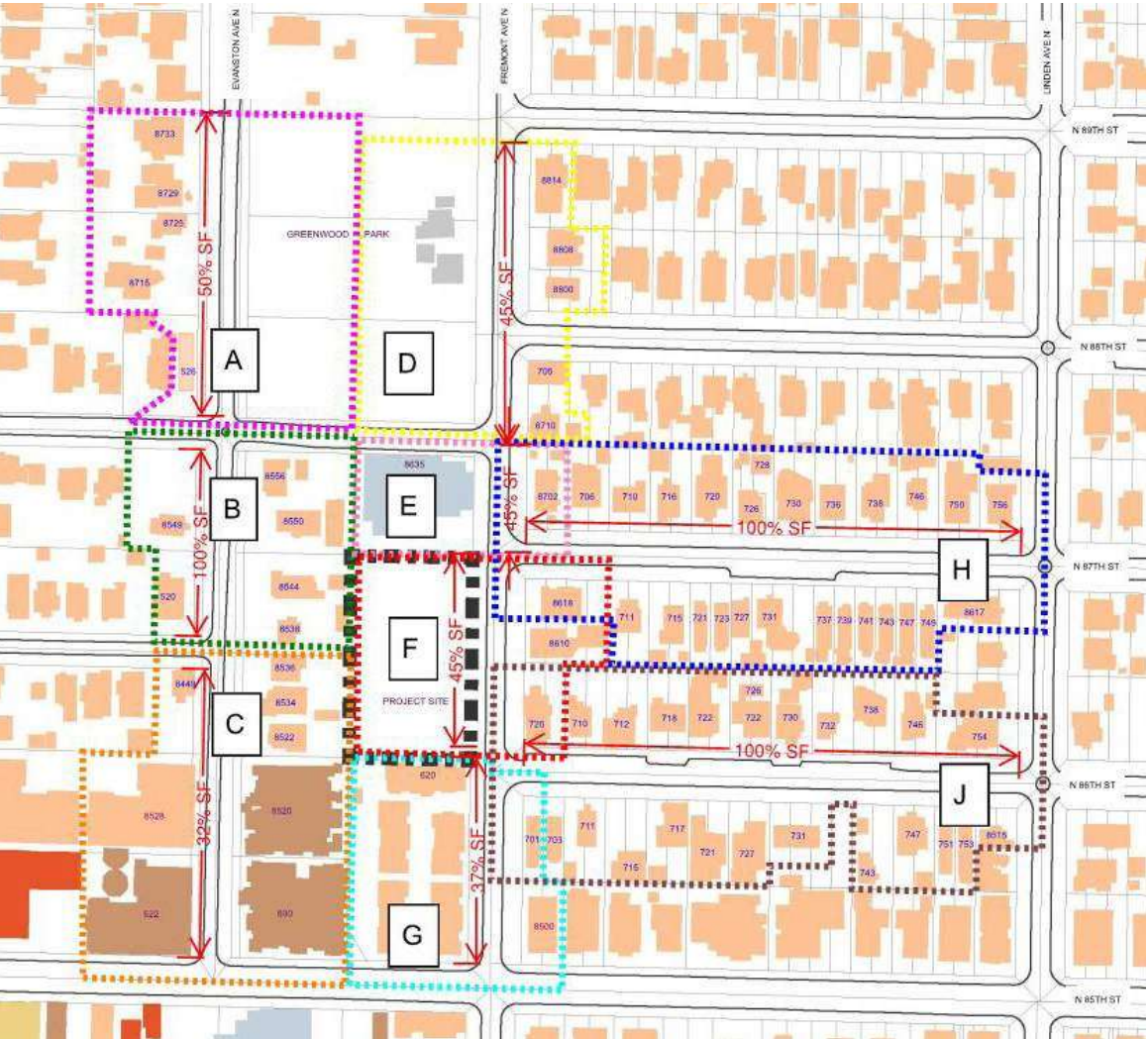
1. Areas that consist of blocks with at least 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use; or

Response: Six out of the nine blocks studied in the relevant area are not 70% single-family, when taking in account land mass (refer to page 28). As you can see at the subject block, Block F, the subject site is a existing play field and is is not able to counteract the single family dwellings on the same block when looking at number of existing structures. However, if you take in account that the use of the existing site is not single family use then the percentage of single family on Block F goes down to 45%

2. Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use; or

Response: Not part of Greenwood neighborhood plan.

23.34.011 NR1, NR2 and NR3 zones, function and locational criteria (CONTINUED)



➤ BLOCK ANALYSIS

BLOCK ANALYSIS - PERCENTAGE OF SINGLE-FAMILY (SF) USE BASED ON NUMBER OF BUILDINGS

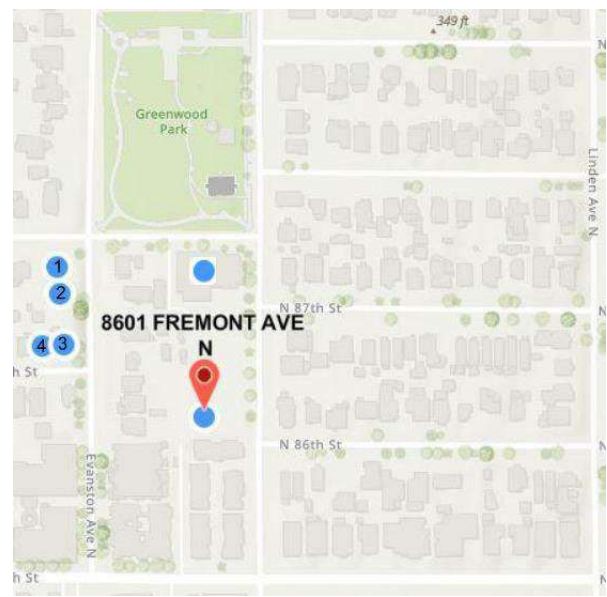
- BLOCK A - 100%
- BLOCK B - 100% SF
- BLOCK C - 50% SF
- BLOCK D - 100% SF
- BLOCK E - 50% SF
- BLOCK F - 100% SF
- BLOCK G - 14% SF
- BLOCK H - 100% SF
- BLOCK J - 100% SF

Basing the analysis solely on number of single-family buildings skews the percentages when the block includes open space. This applies to both the subject site and Greenwood Park. Therefore, we also looked at the percentage of single family based on length of block face. The use of single-family compared to other uses is more accurately reflected when using length of block face than number of buildings.

BLOCK ANALYSIS - PERCENTAGE OF SINGLE FAMILY (SF) USE BASED ON LENGTH OF BLOCK FACE (PER SDCI QUARTER SECTION MAP #26)

- BLOCK A - 50% SF
- BLOCK B - 100% SF
- BLOCK C - 32% SF
- BLOCK D - 45% SF
- BLOCK E - 45% SF
- BLOCK F - 45% SF
- BLOCK G - 37% SF
- BLOCK H - 100% SF
- BLOCK J - 100% SF

23.34.011 NR1, NR2 and NR3 zones, function and locational criteria (CONTINUED)



PERMITTING ACTIVITY
(IMAGE FROM SHAPING SEATTLE 07/19/22 & 08/12/24)

- Block A -No permits in the last 5 years
 - Block B - > 70% in single-family use
 - Block C -No permits in the last 5 years
 - Block D -No permits in the last 5 years
 - Block E - Boys & Girls Club North Seattle STFI Facility bathroom remodel (June 2023)
 - Block F - 8610 Fremont Ave N (interior remodel May 2020)
 - Block G -No permits in the last 5 years
 - Block H - >70% in single-family use
 - Block J - >70% in single-family use
- (Reviewed records on Seattle Service Portal)

3. Areas that consist of blocks with less than 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:
- a. The construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, not including detached accessory dwelling units, or
 - c. The number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or
- Response:** At blocks with less than 70 percent of existing structures in single-family structures.
- a) There has not been recent trend toward single-family use within the subject blocks studied.
 - b) 8610 Fremont Ave N has done an interior remodel back in May of 2020.
 - c) The number of existing single-family structures has been very stable.
- d. The area's location is topographically and environmentally suitable for single-family residential developments.

Response: The area is topographically suitable for residential development of any type, but is environmentally more suited to multifamily than single-family. The subject parcel is walking distance to Greenwood retail/commercial hub, parks, and schools. The proposal will be far more carbon efficient than are detached single-family structures, and Bellwether residents have lower rates of car ownership/use than the general population. The site is well-served by high-frequency transit a half-block south on 85th and the Rapid Ride E line two blocks east on Aurora.

- C. An area that meets at least one of the locational criteria in subsection 23.34.011.B should also satisfy the following size criteria in order to be designated as a NR1, NR2, or NR3 zone:
- 1. The area proposed for rezone should comprise 15 contiguous acres or more, or should abut existing NR1, NR2, or NR3 zones.
 - 2. If the area proposed for rezone contains less than 15 contiguous acres, and does not abut existing NR1, NR2, or NR3 zones, then it should demonstrate strong or stable single-family residential use trends or potentials such as:
 - a. That the construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. That the number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or
 - c. That the area's location is topographically and environmentally suitable for single-family structures, or
 - d. That the area shows an increasing number of improvements or rehabilitation efforts to single-family structures, not including detached accessory dwelling units.

Response: Not applicable - None of the locational criteria above are met.

23.34.011 NR1, NR2 and NR3 zones, function and locational criteria (CONTINUED)

D. Half-blocks at the edges of NR1, NR2, or NR3 zones which have more than 50 percent single-family structures, not including detached accessory dwelling units, or portions of blocks on an arterial which have a majority of single-family structures, not including detached accessory dwelling units, shall generally be included. This shall be decided on a case-by-case basis, but the policy is to favor including them.

Response: This provision serves as a locational criterion, even though the Code does not expressly identify it as such. The half-block containing the subject site is vacant and has no single-family home on it (see subject block diagram on page 28). The Code preference for including in Neighborhood residential zones any half-block sites improved with single-family necessarily implies that a lack of single-family structures argues against including the site in a single-family zone. Were Council evaluating the appropriate zoning district for the area in the first instance, the lack of single-family structures on the site would render it inappropriate for single-family zoning.

Conclusion: The property is not in an area that provides predominantly detached single-family structures. The lot size is very large and not compatible with the existing pattern of development and the character of single-family neighborhoods. A denser zoning designation provides more opportunities for development of affordable housing (a stated city priority), and provides transition between denser development along 85th Ave and the Single Family neighborhood to the east and west. Currently, no such transition / buffer exists.

23.34.012 Residential Small Lot (RSL) zone, function and locational criteria

23.34.012. A - Functions. An area within an urban village that provides for the development of homes on small lots that may be appropriate and affordable to households with children and other households which might otherwise choose existing detached houses on larger lots.

Response: Not applicable - The property is not within an Urban Village.

23.34.012.B. Locational Criteria. An RSL zone is most appropriate in areas generally characterized by the following:

1. The area is similar in character to single-family zones;

Response: The area includes some single-family homes to the east and west, but the south is dominated by multifamily. The subject parcel has never been in single-family use and the proposal would provide transition between the more-intense multifamily uses to the south and the single family areas.

2. The area is located inside an urban center, urban village, or Station Area Overlay District where it would provide opportunities for a diversity of housing types within these denser environments;

Response: The Subject site is adjacent to, but outside of, the urban village. Nevertheless, it could help diversify the housing stock within easy walking distance of the urban village as well as high-frequency transit.

3. The area is characterized by, or appropriate for, a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as duplex, triplex, rowhouse, and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;

Response: The area is similar in scale to the single-family. The subject site sits between higher-density multifamily structures and single-family housing. It is ideally suited to provide transition between existing higher-density multifamily and single-family, whereas single-family zoning (even at the density of RSL) would result in an abrupt edge.

4. The area is characterized by local access and circulation that can accommodate low density development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;

Response: The local access and circulation is suitable for higher density multi-family development. The area is on a rectilinear grid with street widths sufficient to accommodate two-way traffic and sidewalks. 85th, a half-block to the south of the subject parcel, is a principal arterial with high-frequency transit. Aurora Avenue N, another principal arterial with high-frequency transit (including the Rapid Ride E line), is two blocks east of the site. Greenwood Avenue N, a Minor Arterial, is three blocks west of the site.

5. The area is within a reasonable distance of frequency transit service, but is not close enough to make higher density multifamily development more appropriate.

Response: The frequent transit service close to the site makes higher density multi-family development more appropriate.

6. The area would provide a gradual transition between single-family zoned areas and multifamily or neighborhood commercial zoned areas; and

Response: The RSL building height of 30 feet does not provide the transition between the NC3-55 (M) building height of 55 feet and the SF building height of 30 feet.

7. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers

Response: There are existing facilities and services in the Greenwood neighborhood (see page 8).

Conclusion: Residential Small Lot (RSL) zoning designation is not appropriate for this site. The property is located near an arterial with an increasing trend (and demand) for higher density development. RSL zoning represents an underutilization of available infrastructure, services, amenities and utilities, all of which can support higher density development. The RSL zone does not offer height transitioning from the taller zoning of NC3-55 to the SF height. This zoning does not provide the density needed to make the affordable project cost effective to construct. A denser zoning designation provides more units of housing compared to 9 units for this site under this zone.

23.34.013 Designation of Multifamily Zones

An area zoned single-family that meets the criteria of Section 23.34.011 for single-family designation may not be rezoned to multifamily except as otherwise provided in Section 23.34.010.B.

Response: The site does not meet any of the locational criteria for single-family zoning per Section 23.34.010.B.

23.34.014 Lowrise 1 (LR1) zone, function and location criteria

23.34.014.A – Functions. The function of the LR1 zone is to provide opportunities for low-density multifamily housing, primarily rowhouse and townhouse developments, through infill development that is compatible with single-family dwelling units, or through the conversion of existing single-family dwelling units to duplexes or triplexes.

Response: There are no rowhouse or townhouse developments on the block.

23.34.014.B. Locational Criteria. The LR1 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is similar in character to single-family zones;

Response: The area includes some single-family homes to the east and west, but the south is dominated by multifamily. The subject parcel has never been in single-family use and the proposal would provide transition between the more-intense multifamily uses to the south and the single family areas.

2. The area is either:

- a. Located outside of an urban center, urban village, or Station Area Overlay District;

Response: The site is adjacent to the border of the Greenwood Urban Village.

- b. a limited area within an urban center, urban village, or Station Area Overlay District that would provide opportunities for a diversity of housing types within these denser environments; or

Response: Not applicable – Outside of any urban center, urban village, or Station Area Overlay District.

- c. located on a collector or minor arterial;

Response: The site is not located on a collector or minor arterial.

3. The area is characterized by a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as rowhouse and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;

Response: The area is similar in scale to the single-family. The subject site sits between higher-density multifamily structures and single-family housing. It is ideally suited to provide transition between existing higher-density multifamily and single-family, whereas single-family zoning (even at the density of LR1) would result in an abrupt edge.

4. The area is characterized by local access and circulation that can accommodate low density multifamily development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;

Response: The local access and circulation is suitable for higher density multi-family development. The area is on a rectilinear grid with street widths sufficient to accommodate two-way traffic and sidewalks. 85th, a half-block to the south of the subject parcel, is a principal arterial with high-frequency transit. Aurora Avenue N, another principal arterial with high-frequency transit (including the Rapid Ride E line), is two blocks east of the site. Greenwood Avenue N, a Minor Arterial, is three blocks west of the site.

5. The area would provide a gradual transition between single-family zoned areas and multifamily or neighborhood commercial zoned areas; and

Response: There is currently no gradual transition from the SF zone to NC3-55 zones. The proposed development would provide transition in scale from commercial scale on N 85th Street to the residential scale to the east and west. LR zones are specifically promoted in the land use code as appropriate for transitions between zones of higher intensity use and lower intensity use.

6. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.

Response: The RSL building height of 30 feet does not provide the transition between the NC3-55 (M) building height of 55 feet and the SF building height of 30 feet.

Conclusion: Lowrise 1 (LR1) zoning designation is most appropriate for areas that are predominantly single family in nature. The property is located near an arterial with an increasing trend (and demand) for higher density development. LR1 zoning represents an underutilization of available infrastructure, services, amenities and utilities, all of which can support higher density development. A denser zoning designation provides more opportunities for development of affordable housing (a stated city priority), and provide transition between denser development along N 85th Street. However, this zoning's floor area ratio does not provide density needed to make the affordable project cost effective to construct.

23.34.018 Lowrise 2 (LR2) zone, function and location criteria

23.34.018.A - Functions. The dual functions of the LR2 zone are to:

1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and

Response: LR2 zoning would help provide a transition zone between the NC3-55 (M) along N 85th Street and the single family neighborhood to the east and west. It would allow for more multi-family housing types in the area immediately north of 85th.

2. Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density.

Response: The site is adjacent to an urban village but not within an urban center, urban village or Station Area Overlay District.

23.34.018.B. Locational Criteria. The LR2 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is either:

- a. Located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or

Response: Not applicable - Project is not in an urban village, center or SAOD.

- 1.b. located in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and is characterized by one or more of the following conditions:

Response: The site is adjacent to the border of the Greenwood Urban Village.

- 1.b.1) small-scale structures generally no more than 35 feet in height that are compatible in scale with SF and LR1 zones;

Response: The site is vacant but the surrounding area goes from larger-scale multifamily to the south to single-family to the north. The proposal will provide a transition in height and bulk.

Single-family zoning height is 30 feet but allows an additional 5 feet for gable roof pitches greater than 4:12. The proposal uses the same pitched gable roof form at the 40 foot height limit of LR2 (M1). Essentially the pitched gable roof height of this project will only be five feet higher than what is allowed in single-family zoning (see page 18 and 19).

- 1.b.2) the area would provide a gradual transition between SF or LR1 zones and more intensive multifamily or neighborhood commercial zones; and

Response: The current vacant site provides no transition from the NC2-55(M) zoning to the south of the site to the SF 5000 zoning to the north. The proposal would provide an interim step at less than 40 feet.

2. The area is characterized by local access and circulation conditions that accommodate low density multifamily development;

Response: The anticipated 14 -17 peak-hour vehicles trips will not meaningfully affect either the residential Fremont Avenue or the rest of the grid. The existing street network of local access and circulation can accommodate the low density multifamily development.

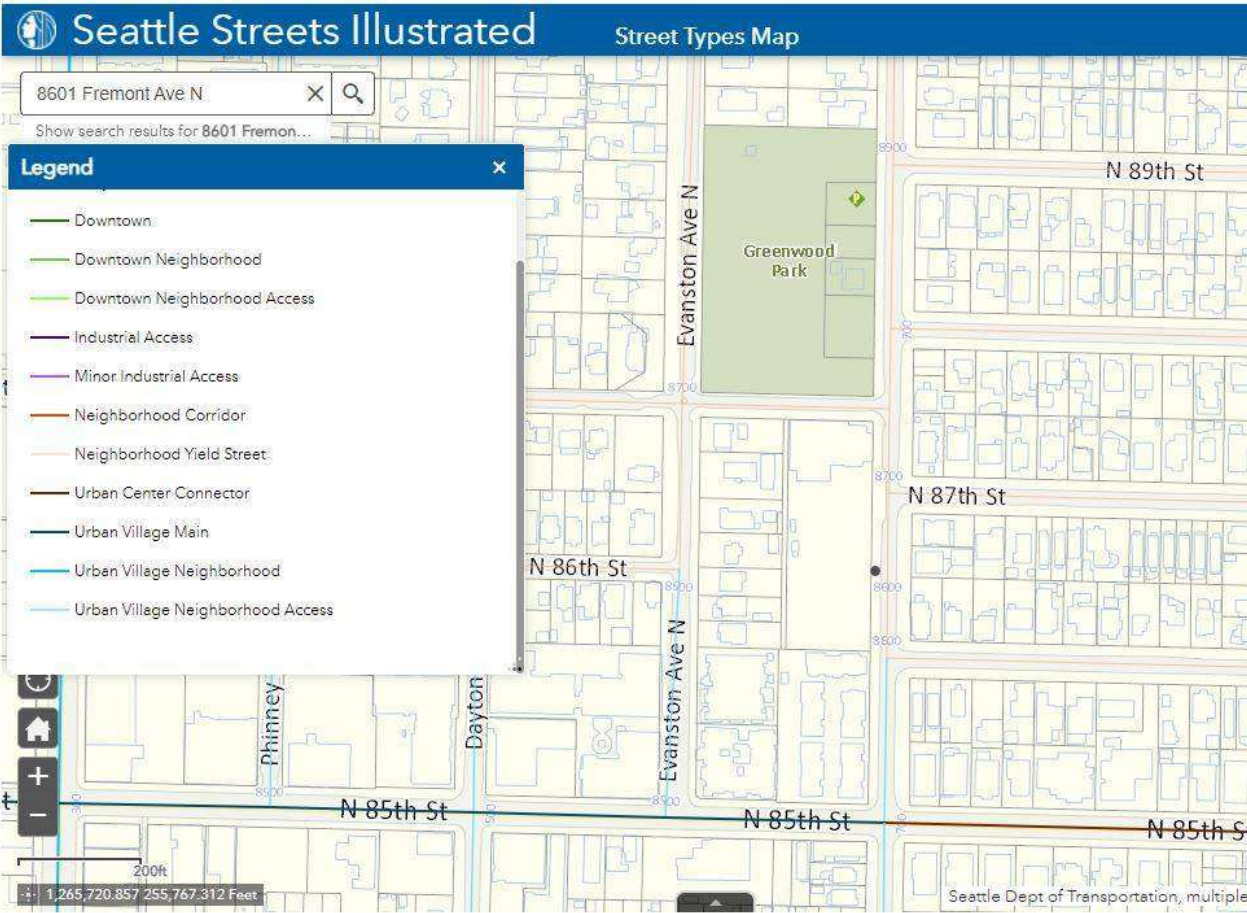
3. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and

Response: The southern edge of the site is only a half-block north of a Principal Arterial of N 85th Street denoted on the next page as an Urban Village Main Street. Evanston Ave N and Fremont Ave N are both Urban Village Neighborhood Access streets and are already providing access to multi-family uses as well as other uses like Greenwood Park and the Boy and Girls Club. The Boys and Girls Club estimates approximately 65 - 75 trips are made to their parking lot.

4. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.

Response: The project site is well supported by the near by the local business along Greenwood four blocks away and the Fred Meyer one block further. The Greenwood Library is south of the site on N 80th Street. On the next block north of the site is the Greenwood Park along with other near by parks. Besides the North Seattle Boy and Girls Club next door, the Greenwood Senior Center is just south of N 85th Street on Fremont Ave N. The number 45 bus has stops on next block over on N 85th St. and there are three other bus lines in a less than a five minute walk. See page 8.

23.34.018 Lowrise 2 (LR2) zone, function and location criteria
(CONTINUED)



Conclusion: The property is a good candidate for Lowrise 2 (LR2) zoning because the roads, transit, schools, open space, commercial activity and utility services can support higher density development. LR2 (M1) would provide a needed transition between denser NC3-55 (M) development along N 85th Street and the single family zone. The 40-foot height limit of LR2 (M1) provides a stepping from 55 feet down to 30 - 35 feet of the SF zone. While we are nowhere near the allowed density of this zone, the floor area ratio makes LR2 (M1) a viable option compared to SF, RSL and LR1 zones. More importantly, there is a demonstrated need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing (a stated city priority).

23.34.020 Lowrise 3 (LR3) zone, function and location criteria

23.34.020.A - Functions. The dual functions of the LR3 zone are to:

1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods, and along arterials that have a mix of small to moderate scale residential structures; and

Response: LR3 zoning would help provide a transition zone between the NC3-55 (M) along N 85th Street and the single family neighborhood to the east and west. It would allow for more multi-family housing types in the area immediately north of 85th.

2. Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of moderate scale and density.

Response: The site is adjacent to an urban village but not within an urban center, urban village or Station Area Overlay District.

23.34.020.B. Locational Criteria. The LR3 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is either:

- a. Located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or

Response: Not applicable - Project is not in an urban village, center or SAOD.

- b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale;

Response: The site is adjacent to the border of the Greenwood Urban Village.

2. The area is near neighborhood commercial zones with comparable height and scale;

Response: The site is adjacent to a neighborhood commercial zone of NC3-55 (M).

3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;

Response: The site is not adjacent to LR1 and/or LR2 on this block adjacent to the neighborhood commercial zone.

4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb;

Response: While Fremont Ave N is designated as a neighborhood yield street, the right-of-way currently has two-way traffic and parking bulbed in along the property frontage.

5. The area is well served by public transit;

Response: The number 45 bus has stops on next block over on N 85th St. and there are three other bus lines in a less than a five minute walk. See page 8.

6. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones;

Response: The southern edge of the site is only a half-block north of a Principal Arterial of N 85th Street.

7. The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.

Response: The project site is well supported by the near by the local business along Greenwood four blocks away and the Fred Meyer one block further. The Greenwood Library is south of the site on N 80th Street. On the next block north of the site is the Greenwood Park along with other near by parks. Besides the North Seattle Boy and Girls Club next door, the Greenwood Senior Center is just south of N 85th Street on Fremont Ave N. The number 45 bus has stops on next block over on N 85th St. and there are three other bus lines in a less than a five minute walk. See page 8.

C.& D

Response: Not Applicable - Not in Delridge or High Point Neighborhood Revitalization Area nor is it designated environmentally critical.

Conclusion: Lowrise 3 (LR3) zoning designation is similarly well suited designation for this area for all the reasons stated in the Lowrise 2 responses. We settled on LR2 (M1) zoning because the height, bulk and scale is closer to the SF zoning but still provides opportunity for the density needed to make the affordable project cost effective to construct.

SUMMARY OF ZONES

ZONE DESIGNATION	APPROPRIATE FOR PROJECT?	NOTES
NR1, NR2 & NR3	NO	ONLY 45% OF STRUCTURES ON THE BLOCK ARE SINGLE FAMILY USE BASED ON LENGTH OF BLOCK FACE. LOT SIZES ON BLOCK FACE ARE MUCH TOO LARGE FOR SINGLE FAMILY. UNDERUTILIZATION OF SITE / INFRASTRUCTURE / SERVICES CAPACITY. NOT ALIGNED WITH NEED FOR AFFORDABLE HOUSING.
RSL/C	NO	SITE NOT APPROPRIATE FOR NEIGHBORHOOD RESIDENTIAL ZONING. SITE IS WELL-SERVED BY TRANSIT AND TRANSPORTATION NETWORK. UNDERUTILIZATION OF SITE / INFRASTRUCTURE / SERVICES CAPACITY. NOT ALIGNED WITH NEED FOR AFFORDABLE HOUSING. INSUFFICIENT ALLOWED DENSITY RSL/T & RSL > 1-2 UNITS/ LOT NOT PERMITTED.
LR1	NO	INSUFFICIENT HEIGHT/BULK/SCALE TO PROVIDE TRANSITION FROM NC2-55 TO NR3. INFRASTRUCTURE AND NEIGHBORHOOD PRESENT TO SERVE GREATER RESIDENTIAL DENSITY THAN PERMITTED IN LR1 WITHOUT CREATING UNDUE HEIGHT, BULK, OR SCALE IMPACTS. NOT ALIGNED WITH NEED FOR AFFORDABLE HOUSING. INSUFFICIENT ALLOWED DENSITY > 3 UNITS/ LOT NOT PERMITTED.
LR2/LR2(M1)	YES	APPROPRIATE AS A TRANSITION ZONE BETWEEN NC-3-55 (M) AND NR3. ALIGNED WITH NEED FOR AFFORDABLE HOUSING. SUFFICIENT ALLOWED DENSITY WITH APPROPRIATE SETBACKS TO NR3 ZONED PROPERTIES.
LR3/LR3(M2)	NO	APPROPRIATE AS A TRANSITION ZONE BETWEEN NC-3-55 (M) AND NR3. ALIGNED WITH NEED FOR AFFORDABLE HOUSING. SUFFICIENT ALLOWED DENSITY WITH APPROPRIATE SETBACKS TO NR3 ZONED PROPERTIES.
NOT CONSIDERED FOR REZONE		
MR		TOO DENSE FOR EXISTING CONTEXT
RC		OVERLAY TO DESIGNATED RESIDENTIAL ZONING
NC		NOT REPRESENTATIVE OF PROPOSED USE
C		NOT REPRESENTATIVE OF PROPOSED USE
HR		TOO DENSE FOR EXISTING CONTEXT
SF9600		N/A NOT PRESENT IN SURROUNDING CONTEXT
SF7200		N/A NOT PRESENT IN SURROUNDING CONTEXT

LR2 (M1)



53 units, 11 parking stalls

This option provides generous open area at grade along Fremont Avenue N, while introducing 2 buildings each maintaining the 90' structure width requirement for LR2 (M1). This option fits within LR2 (M1) zoning. The buildings are nearly identical and would have two separate entries from the courtyards. The overall massing matches up with the parking lot of the boys and girls club, making this NE end of the block a more cohesive whole.

PROS

- Roof pitches stagger to provide more open space to Fremont Ave N.
- Portions of the west facade step farther back away from the west property line.
- Building placement allows for likely pad mounted transformer location at southeast of site.
- As illustrated in the sun study, the shadow impacts internally on the courtyards and the neighboring west residential homes are less.
- Less impacts on the Northeast corner of the Denise Hunt townhomes to the south.
- Buildings are identical - easier for constructibility.

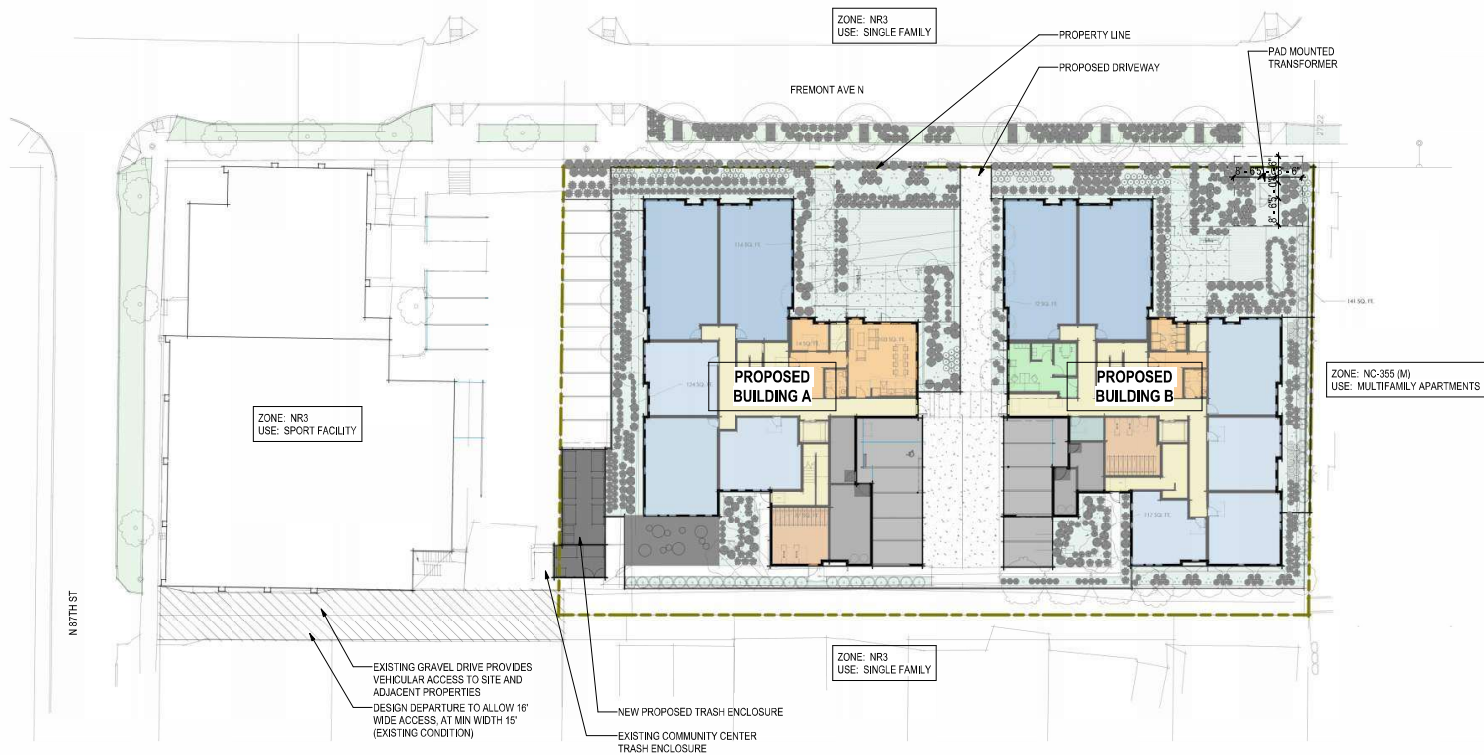
ENCORE ARCHITECTS



VIEW FACING NW



VIEW FACING W



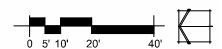
2 LEVEL 01 PLAN
1" = 20'-0"





1 LEVEL 02
1" = 20'-0"

2 LEVEL 03
1" = 20'-0"





➤ VIEW FACING W



➤ VIEW FACING NW FROM



➤ VIEW FACING SW FROM 87TH





➤ KNOXVILLE GRAY



➤ WOOD SLATS

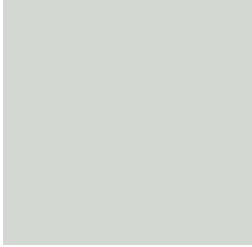


➤ WOODTONE - ASPEN RIDGE



ENCORE ARCHITECTS

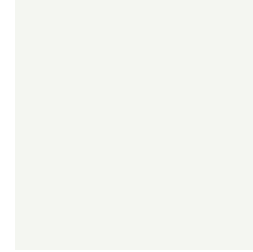
Greenwood Apartments Contract Rezone Application 08.12.2024 42



P-01
Paint - Benjamin Moore
Color: Wickham Gray



R-1
Asphalt Shingle
Malarkey
Color: Midnight Black



P-04
Paint - Benjamin Moore
Color: Chantilly Lace



P-02
Paint - Benjamin Moore
Color: Knoxville Gray



MTL-02
METAL COPING/ROOFING
Pre-Finished
Cascadia Metals
Color: Slate Grey



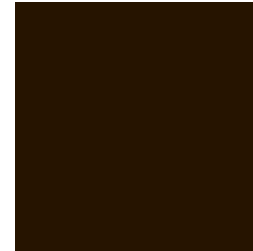
WDW-01
Vinyl window
VPI - ENDURANCE SERIES
Color: White



P-03
Paint - Benjamin Moore
Color: Black Iron



C-1
Sealed Concrete



ALUM-1
Aluminum Storefront
Color: Dark Bronze



WD-1
"Wood Siding"
Fiber Dement lap Siding
Woodtone - Aspen Ridge



WD - 2
Composite Wood Siding
Resysta Product Profile
REsysta
Color: Burma



ENCORE

ARCHITECTS

DATE: February 23, 2022

TO: Greg Johnson
Seattle Department of Construction and Inspections
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

FROM: Blair Stone
Encore Architects

RE: Rezone Application Submittal Information

Dear Greg;

Below is the information requested for the rezone application submittal:

1. Project number: *3036119-LU*
2. Subject property address(es): *8601 Fremont Ave. N*
3. Existing zoning classification(s) and proposed change(s): *SF 5000 to LR2 (M)*
4. Approximate size of property/area to be rezoned: *34,654 sf*
5. If the site contains or is within 25 feet of an environmentally critical area, provide information if required pursuant to SMC 25.09.330 and CAM 103B, Environmentally Critical Area Site Plan Requirements. *Site does not contain any environmentally critical areas.*
6. Applicant information:
*Encore Architects, PLLC
1402 Third Ave, Suite 1000
Seattle, WA 98101
Contact: Blair Stone
blairs@encorearchitects.com*
7. Legal description of property(s) to be rezoned (also include on plans – see #16, below).
*OSNER'S SUBURBAN HOMES PCL "B" OF SEATTLE LBA#3036839-LU REC# 20210218900013 SD
LBA BEING POR OF LOTS 3-5 OF BLK 5 OF SD ADD*
8. Present use(s) of property. *Playground and play field for the North Seattle Boys and Girls Club*
9. What structures, if any, will be demolished or removed? *Portable shed and play equipment.*
10. What are the planned uses for the property if a rezone is approved? *58 units of affordable housing.*

11. Does a specific development proposal accompany the rezone application? If yes, please provide plans. *Yes, a specific development proposal is included in the rezone package and 30x42 plan sheets per the Land Use Requirement check sheet.*
12. Reason for the requested change in zoning classification and/or new use.
There is great need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing. Under the proposed LR2 (M) zoning, the density would allow for this affordable housing to provide a mix of unit types including family-size affordable units, which are in very short supply within the City limits.
13. Anticipated benefits the proposal will provide.
The property is a good candidate for Lowrise 2 (LR2) zoning because the roads, transit, schools, open space, commercial activity and utility services can support higher density development. LR2 (M) would provide a needed transition between denser NC3-55 (M) development along N 85th Street and the single family zone. The 40-foot height limit of LR2 (M) provides a stepping from 55 feet down to 30 - 35 feet of the SF zone. While we are nowhere near the allowed density of this zone, the floor area ratio makes LR2 (M) a viable option compared to SF, RSL and LR1 zones. More importantly, there is a demonstrated need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing (a stated city priority).
14. Summary of potential negative impacts of the proposal on the surrounding area.
The project site was formally a playfield providing pervious surface. However, soil exploration determined that infiltration is low. Shadows will somewhat impact the single family to the west of the site. The negative environmental impacts associated with allowing the proposed denser urban infill development would not appreciably be greater than those that develop under the existing zoning would afford.
15. List other permits or approvals being requested in conjunction with this proposal (e.g., street vacation, design review). *Building and Street Use permits.*
16. Submit a written analysis of rezone criteria (see SMC 23.34.008 and applicable sections of 23.34.009-128). Include applicable analysis locational criteria of 23.60.220 if a shoreline environment redesignation is proposed. *A written analysis of the rezone criteria can be found in the pdf file named 3036119-LU_Rezone Analysis_2022-02-23.*
17. Provide six copies of scale drawings with all dimensions shown that include, at a minimum, existing site conditions, right- of-way information, easements, vicinity map, and legal description. See SMC 23.76.040.D, Application for Council Land Use Decisions for other application materials that may be pertinent. Plans must be accompanied by DPD plans coversheet. *I think this item is out of date. The submittal is electronically. It is my understanding that coversheets are no longer required. If this is not correct, please let me know.*

If there are any additional questions or concerns, please do not hesitate to contact us.

Blair Stone

Encore Architects



**For projects seeking a *retroactive* Design Review Exemption
for Mandatory Housing Affordability Performance or Low-Income Housing Projects (current
applications only)**

I will:



STATEMENT OF INTENT

*Request to Remove SEPA For Certain Residential Projects in Accordance with [SB 5412](#)
Effective July 23, 2023*

Recent changes to State Law (SB 5412) may exempt your project from environmental review beginning 7/23/2023 and you may no longer require SEPA review of your project. SEPA may be a component of your Master Use Permit (MUP) subject to other type II decisions like design review, or the only component of your project. If your MUP has more than one component, you may request the SEPA component be withdrawn from your application. Where SEPA is the only component of your MUP, you may cancel your MUP application. Building permits are still required and cannot be issued until 7/23/2023 or later.

Please complete this form if you have a MUP application in for SDCI review that includes residential development that may qualify for the new SEPA exemption according to SB 5412, and you would like to withdraw the SEPA component from your MUP application or cancel your MUP application. You may submit this form at any time.

You may also choose to continue to have the environmental review (SEPA) completed for your project. To continue SEPA review, no action is needed.

In limited instances, you may be entitled to a partial refund according to [DR 3-2011](#). If you believe you are eligible for a refund, please complete and submit the [Cancellation or Refund Request Form](#) according to the instructions on that form.

Applicant to Complete:

☒ Please check this box if you would like to withdraw the SEPA component from your active Master Use Permit or cancel your MUP application. Note: For MUPs with multiple components, your application will stay active and reviews will continue; only the SEPA component will be withdrawn. MUP applications where SEPA is the only component will be canceled.

LU Project Number: 3036119-LU

Related CN, Demo, or other SDCI Project Numbers: _____

Project Address: 8601 Fremont Ave N

Primary Applicant Name: Blair Stone

Signature (Primary Applicant): 

Date Signed: 09/09/2024

PLEASE EMAIL COMPLETED FORM TO DAVID.VANSKIKE@SEATTLE.GOV

To be completed by SDCI

The following are preliminary determinations of eligibility. This is not a final SEPA exemption determination.

☐ **You do not appear to have an eligible project.** No changes will be made to your MUP components or reviews.

☒ **Your project appears eligible for the new SEPA exemption and the SEPA component will be withdrawn from your MUP application per your request.** Upon confirmation, SDCI will return the completed form and begin the process of stopping reviews associated with the SEPA component of your project but will otherwise continue to review your MUP. You will be notified if your proposal is subsequently determined to no longer be exempt from SEPA such as through a change in your proposal or a change in the SEPA rules.

☐ **Your project appears eligible for the new SEPA exemption and SEPA is the only component of your MUP.** Upon confirmation, SDCI will return the completed form and begin the process of canceling your project. You will be notified if your proposal is subsequently determined to no longer be exempt from SEPA such as through a change in your proposal or a change in the SEPA rules.


Completed by: Travis Saunders, SDCI 9/11/2024

TECHNICAL MEMORANDUM

Project: Greenwood Apartments – Affordable Housing
8601 Fremont Avenue N (SDCI #3036071-LU)

Subject: On-Street Parking Utilization Study

Date: July 29, 2024

Authors: Cole Laush, Transportation Planner
Michelle M. Brown, Associate Transportation Engineer 

This memorandum describes on-street parking conditions in the vicinity of the proposed Greenwood Apartments project at 8601 Fremont Avenue N in Seattle.

A detailed on-street parking utilization study was performed according to the City's Tip #135,¹ which outlines the City's preferred methodology to determine the number and type of on-street parking spaces that may exist within a defined study area, and how much of that supply is utilized.

The study area for the on-street parking analysis included all roadways within an 800-foot *walking* distance from the project site. The 800-foot walking distance results in a study area that extends west to Dayton Avenue N, north to N 90th Street, just east of Linden Avenue N, and south to N 83rd Street. Details about parking supply and occupancy are provided in the following sections. The study area consists primarily of single-family residential land uses with some multifamily/commercial pockets located near N 85th Street. Many of the residential driveways in the vicinity are accessed via streets versus alleys.

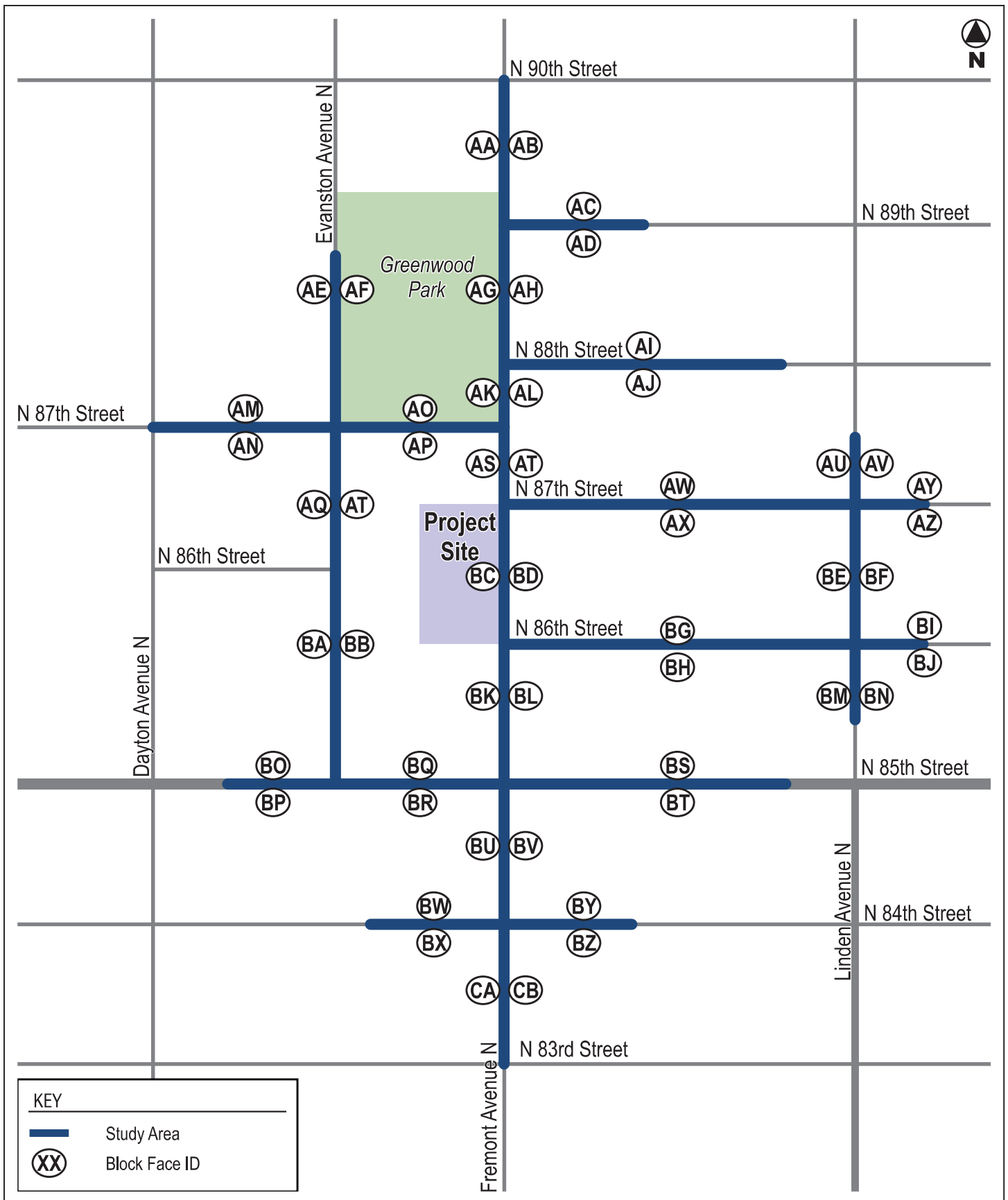
1. On-Street Parking Supply

The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the north side N 87th Street between Evanston Avenue N and Fremont Avenue N is one block face (identified as block face 'AO' for this study). Figure 1 shows the study area and block face designations.

Each block face was measured and analyzed to determine the number of legal on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones—and their buffer requirements were identified according to Seattle's Municipal Code Regulations. The remaining unobstructed lengths between street features were converted to legal on-street parking spaces using values in the City's Tip #135. Detailed parking supply by block face and methodology used are provided in Attachment A.

The parking supply survey determined that there are 301 on-street parking spaces within the study area. Of the total on-street spaces, 285 have no signed restriction, 14 have a 2-hour time limit, two are load zones and one is reserved for vehicles with a disabled parking permit.

¹ Seattle Department of Construction and Inspection (SDCI), October 5, 2022.



8601 FREMONT AVENUE N PARKING STUDY

Figure 1
Study Area for On-Street
Parking Occupancy Surveys



2. On-Street Parking Occupancy

Parking occupancy counts were performed on two days (Tuesday, July 9 and Thursday, July 11, 2024) at 7:30 P.M. to reflect evening parking conditions.

The counts for each day were compiled and results are summarized in Table 1. On-street parking utilization was calculated using the methodology described in Tip #135 and is the number of vehicles parked on-street divided by the number of legal on-street parking spaces within the study area or on a specific block face. The study area utilization totals are also shown. Detailed summaries of the on-street parking occupancy by block face for all counts are provided in Attachment A.

As shown, the survey determined that parking utilization ranged from 58% to 67% on typical weekday evenings; the number of unused parking spaces ranged from 99 to 127 spaces.

Table 1. On-Street Parking Occupancy Survey Results

Time Period Surveyed	Parking Supply	Total Vehicles Parked	% Utilization
<i>Evening (7:30 to 8:00 P.M.)</i>			
Tuesday, July 9, 2024	301	202	67%
Thursday, July 11, 2024	301	174	58%
<i>Average</i>	301	188	62%

Source: Heffron Transportation, Inc., July 2024.

Attachment: Attachment A – On-Street Parking Supply and Occupancy Details, and Inventories

ATTACHMENT A – Parking Supply and Occupancy Details

Parking Supply Calculation Methodology

Parking Prohibitions

Parking was assumed to be prohibited in the following locations based on provisions in the Revised Code of Washington (RCW):

- **Crosswalk approach** – No parking within 20 feet. (RCW 46.61.570(b)(iii))
- **Fire hydrant** – No parking within 15 feet. (RCW 46.61.570(1)(b)(ii))
- **Intersection** – No parking within an intersection. (RCW 46.61.570(1)(a)(iii))
- **Traffic-control signal approach** – No parking within 30 feet approaching any traffic-control signal located at the side of a roadway. (RCW 46.61.570(1)(b)(iv))
- **Stop sign approach** – No parking within 30 feet approaching any stop sign located at the side of a roadway. (RCW 46.61.570(1)(b)(iv)) *Note: provision also applied to Yield signs.*
- **Driveway or alley entrance** – No Parking in front of a public or private driveway or within 5-feet of the end of the curb radius leading thereto. (RCW 46.61.570(1)(b)(i))

Parking Supply

The number of spaces in each segment of unobstructed parking were based on long-utilized conversion tables that the City of Seattle has used to estimate parking for thousands of projects. Heffron Transportation has found that these tables conservatively underestimate the potential supply given the increased popularity of smaller cars and the tendency for drivers to park closer together in areas with higher utilization. Table A-1 presents the conversion for parallel parking stalls. Angle parking capacity is estimated by assuming 9-foot-wide stalls (unless parked vehicles indicate wider spacing).

Table A-1. Number of Legal On-Street Parking Spaces (Parallel Spaces per Curb Length)

Unobstructed Distance ^a	Number of Parking Spaces	Unobstructed Distance	Number of Parking Spaces	Unobstructed Distance	Number of Parking Spaces
0 – 15 feet	0	206 – 221 feet	11	412 – 433 feet	22
16 – 31 feet	1	222 – 243 feet	12	434 – 449 feet	23
32 – 53 feet	2	244 – 259 feet	13	450 – 471 feet	24
54 – 69 feet	3	260 – 281 feet	14	472 – 487 feet	25
70 – 91 feet	4	282 – 297 feet	15	488 – 509 feet	26
92 – 107 feet	5	298 – 319 feet	16	510 – 525 feet	27
108 – 129 feet	6	320 – 335 feet	17	526 – 547 feet	28
130 – 145 feet	7	336 – 357 feet	18	548 – 563 feet	29
146 – 167 feet	8	358 – 373 feet	19	564 – 585 feet	30
168 – 183 feet	9	374 – 395 feet	20	586 – 601 feet	31
184 – 205 feet	10	396 – 411 feet	21	602 – 623 feet	32

Source: City of Seattle, TIP #135. The numbers of parking spaces for unobstructed lengths over 319 feet were derived by Heffron Transportation using the City's methodology.

a. Excludes the length of curb where parking is prohibited.



Attachment A: Parking Survey Inventory

Project: Greenwood Apartments - 8601 Fremont Avenue N

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply					Occupancy			Utilization		
				Unrestricted	2hr 7a-6p Exc Sun/Hol	30min L/U Only 7a-6p Exc Sun/Hol	Disabled	Total Parking Spaces	Evening (7:30PM)			Evening (7:30PM)		
									7/9/2024	7/11/2024	Average	7/9/2024	7/11/2024	Average
AA	FREMONT AVE N	N 89TH ST AND N 90TH ST	W	6	0	0	0	6	1	2	2	17%	33%	25%
AB	FREMONT AVE N	N 89TH ST AND N 90TH ST	E	5	0	0	0	5	0	0	0	0%	0%	0%
AC	N 89TH ST	FREMONT AVE N AND 800' BOUNDARY	N	3	0	0	0	3	0	0	0	0%	0%	0%
AD	N 89TH ST	FREMONT AVE N AND 800' BOUNDARY	S	6	0	0	0	6	3	3	3	50%	50%	50%
AE	EVANSTON AVE N	N 87TH ST AND 800' BOUNDARY	W	10	0	0	0	10	0	1	1	0%	10%	5%
AF	EVANSTON AVE N	N 87TH ST AND 800' BOUNDARY	E	12	0	0	0	12	11	12	12	92%	100%	96%
AG	FREMONT AVE N	N 88TH ST AND N 89TH ST	W	8	0	0	0	8	2	4	3	25%	50%	38%
AH	FREMONT AVE N	N 88TH ST AND N 89TH ST	E	10	0	0	0	10	3	3	3	30%	30%	30%
AI	N 88TH ST	FREMONT AVE N AND 800' BOUNDARY	N	8	0	0	0	8	5	3	4	63%	38%	50%
AJ	N 88TH ST	FREMONT AVE N AND 800' BOUNDARY	S	16	0	0	0	16	8	5	7	50%	31%	41%
AK	FREMONT AVE N	N 87TH N ST AND N 88TH ST	W	3	0	0	0	3	0	2	1	0%	67%	33%
AL	FREMONT AVE N	N 87TH N ST AND N 88TH ST	E	3	0	0	0	3	0	1	1	0%	33%	17%
AM	N 87TH ST	DAYTON AVE N AND EVANSTON AVE N	N	3	0	0	0	3	4	4	4	133%	133%	133%
AN	N 87TH ST	DAYTON AVE N AND EVANSTON AVE N	S	4	0	0	0	4	4	2	3	100%	50%	75%
AO	N 87TH ST	EVANSTON AVE N AND FREMONT N AVE N	N	0	0	0	0	0	0	0	0	NA	NA	NA
AP	N 87TH ST	EVANSTON AVE N AND FREMONT N AVE N	S	10	0	0	0	10	6	6	6	60%	60%	60%
AQ	EVANSTON AVE N	N 86TH ST AND N 87TH ST	W	0	0	0	0	0	0	0	0	NA	NA	NA
AR	EVANSTON AVE N	N 86TH ST AND N 87TH ST	E	0	0	0	0	0	0	0	0	NA	NA	NA
AS	FREMONT AVE N	N 87TH S ST AND N 87TH N ST	W	2	0	0	0	2	2	1	2	100%	50%	75%
AT	FREMONT AVE N	N 87TH S ST AND N 87TH N ST	E	2	0	0	0	2	1	1	1	50%	50%	50%

Project: **Greenwood Apartments - 8601 Fremont Avenue N**

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply					Occupancy			Utilization		
				Unrestricted	2hr 7a-6p Exc Sun/Hol	30min L/U Only 7a-6p Exc Sun/Hol	Disabled	Total Parking Spaces	7/9/2024	7/11/2024	Average	7/9/2024	7/11/2024	Average
AU	LINDEN AVE N	N 87TH ST AND 800' BOUNDARY	W	4	0	0	0	4	0	0	0	0%	0%	0%
AV	LINDEN AVE N	N 87TH ST AND 800' BOUNDARY	E	5	0	0	0	5	1	1	1	20%	20%	20%
AW	N 87TH ST	FREMONT S AVE N AND LINDEN AVE N	N	12	0	0	0	12	8	9	9	67%	75%	71%
AX	N 87TH ST	FREMONT S AVE N AND LINDEN AVE N	S	12	0	0	0	12	7	5	6	58%	42%	50%
AY	N 87TH ST	LINDEN AVE N AND 800' BOUNDARY	N	0	0	0	0	0	1	0	1	Illegal	NA	Illegal
AZ	N 87TH ST	LINDEN AVE N AND 800' BOUNDARY	S	4	0	0	0	4	3	2	3	75%	50%	63%
BA	EVANSTON AVE N	N 85TH ST AND N 86TH ST	W	5	7	1	0	13	12	12	12	92%	92%	92%
BB	EVANSTON AVE N	N 85TH ST AND N 86TH ST	E	0	7	1	0	8	6	6	6	75%	75%	75%
BC	FREMONT AVE N	N 86TH ST AND N 87TH S ST	W	9	0	0	0	9	6	8	7	67%	89%	78%
BD	FREMONT AVE N	N 86TH ST AND N 87TH S ST	E	6	0	0	0	6	3	2	3	50%	33%	42%
BE	LINDEN AVE N	N 86TH ST AND N 87TH ST	W	8	0	0	0	8	2	1	2	25%	13%	19%
BF	LINDEN AVE N	N 86TH ST AND N 87TH ST	E	10	0	0	0	10	3	3	3	30%	30%	30%
BG	N 86TH ST	FREMONT AVE N AND LINDEN AVE N	N	16	0	0	0	16	15	9	12	94%	56%	75%
BH	N 86TH ST	FREMONT AVE N AND LINDEN AVE N	S	13	0	0	0	13	13	7	10	100%	54%	77%
BI	N 86TH ST	LINDEN AVE N AND 800' BOUNDARY	N	0	0	0	0	0	0	0	0	NA	NA	NA
BJ	N 86TH ST	LINDEN AVE N AND 800' BOUNDARY	S	4	0	0	0	4	0	0	0	0%	0%	0%
BK	FREMONT AVE N	N 85TH ST AND N 86TH ST	W	7	0	0	0	7	7	10	9	100%	143%	121%
BL	FREMONT AVE N	N 85TH ST AND N 86TH ST	E	7	0	0	0	7	5	6	6	71%	86%	79%
BM	LINDEN AVE N	800' BOUNDARY AND N 86TH ST	W	3	0	0	0	3	4	2	3	133%	67%	100%
BN	LINDEN AVE N	800' BOUNDARY AND N 86TH ST	E	4	0	0	0	4	6	3	5	150%	75%	113%
BO	N 85TH ST	800' BOUNDARY AND EVANSTON AVE N	N	0	0	0	0	0	0	0	0	NA	NA	NA

Project: **Greenwood Apartments - 8601 Fremont Avenue N**

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply					Occupancy			Utilization		
				Unrestricted	2hr 7a-6p Exc Sun/Hol	30min L/U Only 7a-6p Exc Sun/Hol	Disabled	Total Parking Spaces	Evening (7:30PM)			Evening (7:30PM)		
									7/9/2024	7/11/2024	Average	7/9/2024	7/11/2024	Average
BP	N 85TH ST	800' BOUNDARY AND EVANSTON AVE N	S	0	0	0	0	0	0	0	0	NA	NA	NA
BQ	N 85TH ST	EVANSTON AVE N AND FREMONT AVE N	N	0	0	0	0	0	0	0	0	NA	NA	NA
BR	N 85TH ST	EVANSTON AVE N AND FREMONT AVE N	S	0	0	0	0	0	0	0	0	NA	NA	NA
BS	N 85TH ST	FREMONT AVE N AND 800' BOUNDARY	N	0	0	0	0	0	0	0	0	NA	NA	NA
BT	N 85TH ST	FREMONT AVE N AND 800' BOUNDARY	S	0	0	0	0	0	0	0	0	NA	NA	NA
BU	FREMONT AVE N	N 84TH ST AND N 85TH ST	W	5	0	0	0	5	5	3	4	100%	60%	80%
BV	FREMONT AVE N	N 84TH ST AND N 85TH ST	E	6	0	0	0	6	6	3	5	100%	50%	75%
BW	N 84TH ST	800' BOUNDARY AND FREMONT AVE N	N	6	0	0	0	6	9	4	7	150%	67%	108%
BX	N 84TH ST	800' BOUNDARY AND FREMONT AVE N	S	9	0	0	0	9	9	7	8	100%	78%	89%
BY	N 84TH ST	FREMONT AVE N AND 800' BOUNDARY	N	4	0	0	1	5	7	4	6	140%	80%	110%
BZ	N 84TH ST	FREMONT AVE N AND 800' BOUNDARY	S	4	0	0	0	4	7	6	7	175%	150%	163%
CA	FREMONT AVE N	N 83RD ST AND N 84TH ST	W	3	0	0	0	3	3	4	4	100%	133%	117%
CB	FREMONT AVE N	N 83RD ST AND N 84TH ST	E	8	0	0	0	8	4	7	6	50%	88%	69%
TOTAL				285	14	2	1	301	202	174	188	67%	58%	62%

MEMORANDUM

Date: July 9, 2024

Project: Greenwood Apartments – Affordable Housing
8601 Fremont Avenue N (SDCI #3036071-LU)

Subject: Response to City Comments

Author: Michelle M. Brown, Associate Transportation Engineer
Marni C. Heffron, Principal Engineer

This memorandum provides updated project information for the proposed affordable housing project at 8601 Fremont Avenue N in Seattle. Based on the project changes, City staff requested additional information and analysis to support the project's rezone application. This memorandum also responds to the transportation-related comments provided to the project team from Seattle's Department of Construction and Inspections (SDCI). Comments from Greg Johnson, Senior Land Use Planner, were provided during a meeting on April 9, 2024 with the development team, and from subsequent correspondence.¹ Additional comments were provided from Audrey Spang, Transportation Reviewer (SDCI).² The comments were provided based on the revised site access proposed for the project.

When the transportation analysis³ completed for the project in April 2022; vehicular access was proposed to use an easement located on the west edge of the site that connects north to N 87th Street. The current site plan proposes site access directly from Fremont Avenue N. The current site plan also reduced the number of residential units from 58 (evaluated in prior transportation analysis) to 53 units, and on-site parking decreased from 23 to 11 stalls. A summary of the project and site location, and updated trip generation and parking demand estimates are presented herein. The City's comments and related responses are also provided.

1. Proposed Project

1.1. Site Location

The project site is located mid-block between N 87th Street and N 85th Street, on the west side of Fremont Avenue N as shown on Figure 1. The North Seattle Boys & Girls Club is located to the north, and residential units bound the site on the south and west. The nearest Principal Arterials are N 85th Street to the south that connects to Interstate 5 (I-5) and Aurora Avenue N (State Route 99) to the east, and Greenwood Avenue to the west. Fremont Avenue N and N 87th Street are residential access streets within the site vicinity, with sidewalks on both sides of the street, and a speed limit of 20 miles per hour (mph). The existing site was previously a green space and play area used by the Boys & Girls Club.

¹ Phone calls and emails with Michelle Brown at Heffron Transportation, Inc., April-May 2024.

² Phone calls and emails with Michelle Brown at Heffron Transportation, Inc., April-May 2024.

³ *Greenwood Apartments – Affordable Housing, 8601 Fremont Avenue N (SDCI #3036071-EG)*, Heffron Transportation, Inc. April 11, 2022.

1.2. Project Program and Site Access

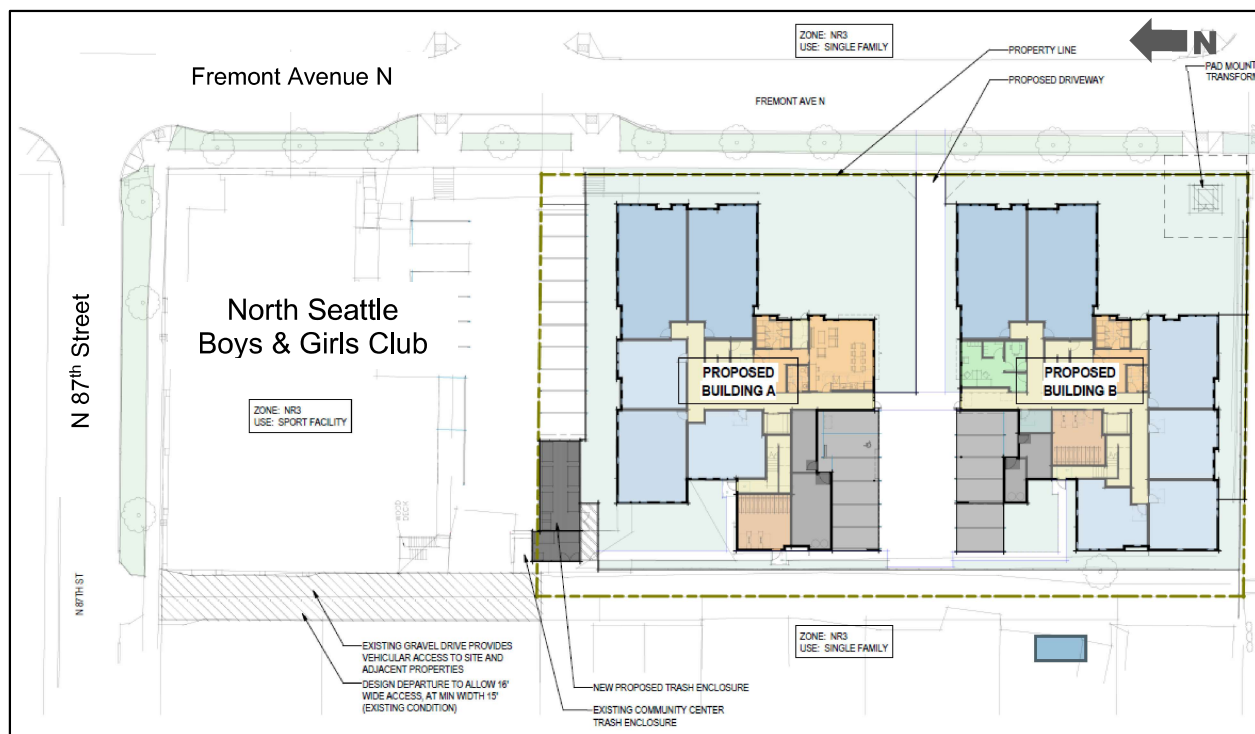
The project would build 53 new affordable housing units on the former playfield for the North Seattle Boy's and Girl's Club. On-site parking is not required; however, the project would include a surface parking lot with 11 vehicle parking spaces that would take access from a new driveway along the middle of the site frontage on Fremont Avenue N. The project would have 54 long-term bike parking spaces within the building and four short-term bike parking spaces along the site frontage. Figure 2 shows the proposed site plan.

Figure 1. Site Location



Source: Google Earth Pro, January 2022.

Figure 2. Site Plan



Source: Encore Architects, June 2024.

1.3. Trip Generation

Trip estimates for the proposed residential project were determined using procedures set forth in the *Trip Generation Handbook*,⁴ and consistent with details as required by SDCI per the *Response to SDCI Correction Notice (9/21/2022) Memorandum*.⁵ Table 1 shows the estimated trip generation for the proposed project. The updated program is estimated to generate the same number of PM peak hour trips, and one less trip during the AM peak hour than the previously-evaluated program.

Table 1. Proposed Project Person Trips by Mode of Travel and Vehicle Trips - **REVISED**

Type of Trip by Mode	% of Trips	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Walk, Bike, & Other Trips	20%	100	2	7	9	7	3	110
Transit Trips	45%	220	5	15	20	15	8	23
Person Trips by Vehicle	35%	160	4	11	15	11	8	19
Total Person Trips	100%	480	11	33	44	33	19	52
Vehicle Trips		150	4	10	14	10	7	17

Source: Heffron Transportation, Inc., June 2024.

⁴ Institute of Transportation Engineers, *Trip Generation Handbook*, 3rd Edition, September 2017.

⁵ 8601 Fremont Avenue N (SDCI MUP #3036119-LU) – Response to Correction Notice (9/21/2022), Heffron Transportation, Inc., September 29, 2022.

1.4. Parking

The project's parking demand estimate was updated using King County's *Multi-Family Residential Parking Calculator*.⁶

All units were assumed to be designated as affordable housing, with no cost for resident on-site parking. It is estimated the residential parking demand would be 0.50 vehicles per unit, which would result in a peak parking demand of 27 vehicles. The project would provide 11 on-site parking spaces. The project could generate an overspill of 16 vehicles on neighborhood streets during the overnight hours.

2. City Comments and Responses

2.1. Comment from Greg Johnson, SDCI Land Use Planner⁷

Comment 1. *Per Seattle Municipal Code (SMC) 23.31.008.F.2. "Service Capabilities. 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 the area;***
- b. **Street capacity in the area;***
- c. **Transit service;***
- d. **Parking capacity;***
- e. **Utility and sewer capacity;***
- f. **Shoreline navigation."***

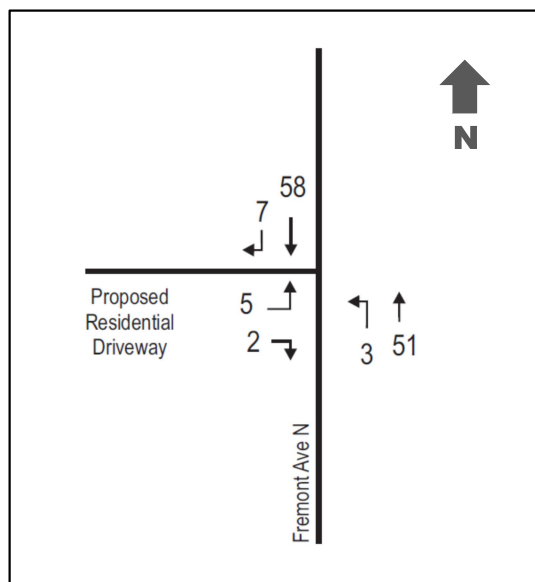
Please provide information for "a" and "d" of this list.

Response for "a": Traffic operations for the proposed site access driveway on Fremont Avenue N were evaluated for the PM peak hour. Traffic counts at the adjacent N 87th Street / Fremont Avenue N intersection, just north of the proposed driveway location, had been performed for the original transportation analysis. The PM peak hour traffic count was conducted by Idax Data Solutions on Tuesday, January 11, 2022 from 4:00 to 6:00 P.M. This traffic count provided vehicle, pedestrian, and bicycle volumes along both N 87th Street and Fremont Avenue N and was deemed adequate to use for this evaluation. The proposed project is estimated to be complete in 2026, so a 2% annual growth rate was applied to the traffic count volumes to estimate 2026 volumes along Fremont Avenue N. The estimated PM peak hour project trips were added to the site driveway to represent with-project conditions as shown on Figure 3. This is a conservative analysis since with the limited on-site parking supply, not all the PM peak hour trips may use this driveway.

⁶ King County Metro, <https://rightsizeparking.org/>, accessed June 2024.

⁷ As relayed to Heffron Transportation, Inc. via phone correspondences (April-May 2024).

Figure 3. Site Access
PM Peak Hour Traffic Volumes



These volumes were used to evaluate the operational levels of service for the proposed residential driveway on Fremont Avenue N, using methodologies established in the *Highway Capacity Manual (HCM)*, 6th Edition.⁸ Levels of service for the driveway intersection during the PM peak hour (time of day with the highest traffic volumes) were determined using the *Synchro 11.1* analysis software. The model reflects the existing roadway geometry, which is assumed to remain unchanged for future 2026 conditions.

The driveway intersection is expected to operate at LOS A during the PM peak hour with the proposed Greenwood Apartments project. This is an excellent level of service. The project would not adversely affect traffic operations along Fremont Avenue N.

Response for “d”: As presented above in *Section 1.4 (Parking)*, the proposed project is estimated to generate a peak parking demand of 27 vehicles. Though not required, the project would provide 11 on-site parking spaces. The project could generate an overspill of 16 vehicles on neighborhood streets during the overnight hours. On-street parking is available intermittently along Fremont Avenue N, N 87th Streets, and N 86th Street near the site. The project would include 58 total bicycle parking spaces to encourage non-vehicle usage. The site is conveniently located near transit service with stops on N 85th Street, Greenwood Avenue N, and Aurora Avenue N less than ½ mile from the site, including a stop for Metro’s RapidRide E-line. These elements could entice future residents to not own a vehicle, and ultimately reduce the estimated number of neighborhood parking overspill.

2.2. Comments from Audrey Spang, SDCI Traffic Reviewer⁹

Comment 1. Please provide a new site plan.

Response: The proposed site plan is shown above as Figure 2. This plan shows the proposed location of the site driveway on Fremont Avenue N.

⁸ Transportation Research Board 2016.

⁹ As relayed to Heffron Transportation, Inc. via phone correspondence (April-May 2024).

**Greenwood Apartments – Affordable Housing
(SDCI #3036071-LU)**

Comment 2. *Please provide site access spacing information and sight distance information for the proposed driveway on Fremont Avenue N.*

Response: The proposed 10-foot-wide driveway would be located about 270 feet south of N 87th Street (west of Fremont Avenue N), about 120 feet south of N 87th Street (east of Fremont Avenue N), and 100 feet north of N 86th Street). The proposed driveway would be located at least 100 feet or more from the nearest intersections.

A sight distance evaluation was completed in the field for the proposed driveway on Fremont Avenue N. The adjacent intersections at N 85th Street to the south, and N 87th Street to the north can be seen from the proposed site driveway location. The intersection sight distance is about 340 feet in both the north and south directions. The stopping sight distance on Fremont Avenue N at the proposed driveway location is over 350 feet from both directions. These measured distances meet the requirements set forth from *Policy on Geometric Design of Highways and Streets* manual.¹⁰ It is noted, vehicles parked along the west side of Fremont Avenue N can limit the sight line for driver's exiting the site. As at other driveways and intersections in the City where on-street parking is provided, vehicles exiting the site driveway may need to pull forward to the edge of the travel lane to gain better visibility if several vehicles are parked along the west side of Fremont Avenue N, both north and south of the driveway. Vegetation along Fremont Avenue N should be maintained to keep visibility clear.

Comment 3. *Please provide the traffic count data that includes pedestrian information, collected in January 2022 for the N 87th Street / Fremont Avenue N intersection.*

Response: The traffic count data collected from Idax Data Solutions on January 11, 2022 is attached.

Attachment: *Traffic Count at N 87th Street / Fremont Avenue N (1/11/2022) – Idax Data Solutions*

MMB/mch

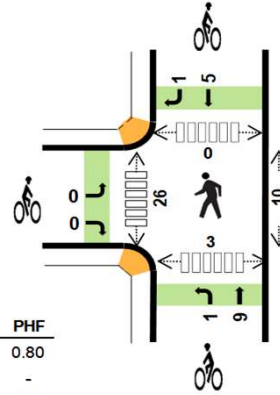
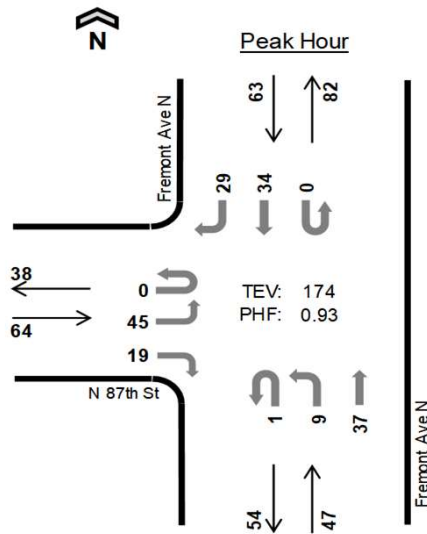
Response Memorandum-8601 Fremont (3036119-LU)-Transportation - July 2024 Final.docx

¹⁰ American Association of State Highway and Transportation Officials (AASHTO), 7th Edition, September 2018.

Fremont Ave N N 87th St



Date: 01/11/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.80
WB	-	-
NB	2.1%	0.78
SB	4.8%	0.83
TOTAL	2.3%	0.93

Two-Hour Count Summaries

Interval Start		N 87th St				0				Fremont Ave N				Fremont Ave N				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	9	0	7	0	0	0	0	0	3	12	0	0	0	12	10	53	0
4:15 PM		0	5	0	6	0	0	0	0	0	2	3	0	0	0	8	7	31	0
4:30 PM		0	7	0	6	0	0	0	0	0	1	6	0	0	0	8	8	36	0
4:45 PM		0	9	0	5	0	0	0	0	0	1	8	0	0	0	10	9	42	162
5:00 PM		0	12	0	3	0	0	0	0	1	2	12	0	0	0	9	6	45	154
5:15 PM		0	9	0	6	0	0	0	0	0	3	10	0	0	0	9	10	47	170
5:30 PM		0	15	0	5	0	0	0	0	0	3	7	0	0	0	6	4	40	174
5:45 PM		0	5	0	4	0	0	0	0	0	3	12	0	0	0	8	5	37	169
Count Total		0	71	0	42	0	0	0	0	1	18	70	0	0	0	70	59	331	0
Peak Hour	All	0	45	0	19	0	0	0	0	1	9	37	0	0	0	34	29	174	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	3%	-	-	-	9%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	1	2	4	0	0	0	3	3	3	21	0	4	28
4:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4
4:30 PM	0	0	0	0	0	0	0	2	1	3	0	8	0	0	8
4:45 PM	0	0	0	0	0	0	0	4	3	7	2	6	0	0	8
5:00 PM	0	0	0	2	2	0	0	1	0	1	0	3	0	0	3
5:15 PM	0	0	1	1	2	0	0	2	1	3	4	10	0	0	14
5:30 PM	0	0	0	0	0	0	0	3	2	5	4	7	0	3	14
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11
Count Total	1	0	2	5	8	0	0	15	10	25	13	70	0	7	90
Peak Hr	0	0	1	3	4	0	0	10	6	16	10	26	0	3	39

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N 87th St				0				Fremont Ave N				Fremont Ave N				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	1	0	0	0	0	0	0	2	0	0	0	5	0	8	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0

Two-Hour Count Summaries - Bikes																	
Interval Start	N 87th St			0			Fremont Ave N			Fremont Ave N			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0			
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0			
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0			
4:45 PM	0	0	0	0	0	0	0	4	0	0	2	1	7	15			
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	13			
5:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	3	14			
5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	16			
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10			
Count Total	0	0	0	0	0	0	1	14	0	0	8	2	25	0			
Peak Hour	0	0	0	0	0	0	1	9	0	0	5	1	16	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



March 24, 2022

Jonathan Smith
Bellwether Housing

Dear Jonathan,

Thank you for submitting to SPU the solid waste service plans for the proposed project at **8601 Fremont Ave N.**, subject to review by the Seattle Department of Construction and Inspections (SDCI) as Permit **#3036119-LU**.

SPU has reviewed your solid waste plans and approves the following conditions:

58 Apartments

- An easement exists for Bellwether Housing to store solid waste for the **Boys & Girls Club**. SPU grants a **modification to 23.54.040.E.1**.
- Separate solid waste services, billing, and storage enclosures will be provided.
- A turnaround is provided on the Bellwether parking lot to allow solid waste trucks to access the sites from the alley and turnaround.

Bellwether Residential

- Recycle: 4 - 2yd dumpsters
- Garbage: 3 or 4 – 2yd dumpsters
- Compost: 1 or 2 – 96g carts

Boys & Girls Club - Commercial

- Recycle: 1 – 2yd dumpster
- Garbage: 1 – 2yd dumpster
- Compost: 1 - 96-gal cart

Please work with the assigned SDCI zoning reviewer to adopt this plan. **If the attached drawings differ from the Building Permit drawings, you will need to update your permit application to consistently reflect the contents of this letter or seek re-review and re-approval from SPU Solid Waste Development Review of the new solid waste storage and access plan.**

Sincerely,

A handwritten signature in blue ink that reads "Angela Wallis".

Angela Wallis
Development Review Lead
Seattle Public Utilities Solid Waste
angela.wallis@seattle.gov
206-300-8295





APPLICABILITY

This checklist supports Seattle Public Utilities (SPU) and Seattle Department of Construction and Inspections (SDCI) review of planned solid waste storage and access as required under **Land Use Seattle Municipal Code (SMC) 23.54.040** and **Solid Waste SMC 21.36.080**. The checklist is required for projects that:

- Are multifamily, townhouse/rowhouse, Live-Work or mixed-use developments, with 5 or more units; or
- Are new commercial or industrial buildings with a gross floor area of 5,000 square feet or greater, or existing commercial or industrial buildings adding 5,000 square feet or more; or
- Seek a modification from any requirements per [SMC 23.54.040](#); or
- Include compactors; or
- Do not have a curb cut; or
- Plan to stage containers (carts or dumpsters) for collection in the public right-of-way – alleys, streets, or planting strips.

1. APPLICANT INFORMATION

- a. Name Blair Stone
- b. Email blairs@encorearchitects.com
- c. Phone number 206-290-1758

2. PROJECT DETAILS

- a. SDCI permit # 30360-71 EG
- b. Project address 8601 Fremont Avenue North
- c. Project is: ☐ Mixed-use ☒ Residential ☐ Commercial ☐ Industrial
- d. Project is: ☒ New construction ☐ Redevelopment
- e. Commercial or industrial square footage n/a
- f. Number of live-work units n/a

*For live-work solid waste guidance, visit <http://www.seattle.gov/utilities/construction-resources/collection-and-disposal/storage-and-access>

- g. Number of hotel keys _____
- h. Total number of residential units 58 (number should be equal to 1+ 2+ 3 below)
 - i. Number of SEDUs _____
 - ii. Number of apartment units 58
 - iii. Number of townhouse or rowhouse units _____

➤ Planning ULS or Short-Plat? ☒ Yes ☐ No
- i. Providing parking? ☒ Yes ☐ No
- j. Providing curb cut? ☐ Yes ☒ No
- k. ☐ No alley ☐ Alley will remain unimproved

3. SOLID WASTE STORAGE AREAS

- a. What is the SMC 23.54.040 **code requirement** for square footage of your solid waste storage area?

Residential: 407 sf

Commercial: _____

Total: 407 SF

- b. Is project implementing code permitted reductions? ☐ Yes ☒ No
 i. If yes, which code permitted reductions will the project implement?
☐ SMC 23.54.040.B ☐ SMC 23.54.040.C
- c. What is the **proposed** square footage (from finish) of your solid waste storage area? 407 sf

If your proposed storage area does *not* meet code, please describe how the project meets modification criteria in **SMC 23.54.040.I**:

- d. Will the new or remodeled building displace solid waste storage, staging, or collection location for any other building? ☐ Yes ☒ No
 i. If yes, please explain the impacts. Include your plans for coordinating solid waste needs with the adjacent building(s).

4. SOLID WASTE CONTAINERS

Complete the table:

SOLID WASTE CONTAINERS				
<ul style="list-style-type: none"> Buildings with 75+ units should strongly consider compaction for garbage & recycle. Multifamily & commercial uses can share garbage containers if adequate capacity is provided for both. Recycle and compost services <i>cannot</i> be shared between multifamily & commercial uses. Townhouses/Rowhouses can share all services if an <u>HOA & shared meter</u> are implemented for SPU billing purposes. Townhouses/Rowhouses with 7 or fewer units can share recycle and compost if <u>CC&Rs</u> are implemented to address SPU billing for the shared compost service. Garbage <i>cannot</i> be shared with this structure. 				
	Number of containers	Container Volumes (96g, 2CY, 3CY, 4CY, or roll-off dumpster). <u>Indicate if material will be compacted*</u>	Pick-up Frequency (Plan for 1x/wk pick-up for all services)	Total cubic yards/wk or gallons/wk (# of containers X size X # pick up days) <u>*Compaction offers 3x the volume</u>
RESIDENTIAL CONTAINERS Apartment Recycle = 1.5 cubic yards/10 units/wk Apartment Garbage = 1 cubic yard/10 units/wk SEDUs/Congregate Units Recycle and Garbage = 1 cubic yard/10 units (or bedrooms)/wk				
Residential RECYCLE	3	2CY	2	6CY/week
Residential GARBAGE	3	2CY	2	6CY/week
Residential COMPOST	2	96g	1	192g/week
COMMERCIAL CONTAINERS Container sizes and service frequency vary by use				
Commercial RECYCLE				
Commercial GARBAGE				
Commercial COMPOST				

5. SOLID WASTE STAGING & COLLECTION

Requirements for ALL dumpsters:

Check all that apply.

- a. ☐ A curb cut is or will be located on the property or within 150' to move dumpsters to the street *per SMC 23.54.040.J*
- b. ☐ Dumpsters are planned to be staged in alley directly behind property.
- c. ☒ 24' of overhead clearance for front-load service.
- d. ☐ 14' of overhead clearance to service rear-load or roll-off dumpsters.
- e. ☒ Alley is asphalt or is planned to be asphalt.

Describe the **staging and collection location**. Indicate street name, alley, or on-site. If staging is planned in the right-of-way, the location must be agreed upon by applicant, SPU Solid Waste, and SDOT and should be in front of or behind the property.

~~Staging and collection will be adjacent to private access easement with entrance from N 87th St.~~

Requirements for containers 2 cubic yards or smaller, uncompacted materials:

Check all that apply.

- a. ☒ Containers will be accessed by the driver from an enclosure or room within 25' of the truck (for 2 CY and smaller containers only; no containers with compacted material; access fees apply for this service).
- b. ☐ Distance between container storage location and truck is greater than 25' but less than 50' (for 2 CY and smaller containers only; no containers with compacted material; Additional *pick-up fees will apply to move containers for servicing. Driver will move containers a maximum of 50' per SMC 23.54.040.F.1.a).*
- c. ☐ Existing grade of collection and staging areas are equal to or less than 6% (*requirement per SMC 23.54.040.F.1.c).*
- d. ☒ Alley must remain passable with a minimum of 10' width to stage dumpsters (*per SMC 23.54.040.F.1.d)*

Requirements for dumpsters larger than 2 cubic yards, or dumpsters with compacted materials:

Confirm project complies with the below requirements by checking the box next to each item.

- a. ☐ Dumpsters will be brought by management to the alley or street for staging and direct access for SPU drivers *direct access required per SMC 23.54.040.F.2.a.*
- b. ☐ Staging area is level (<2% grade; *dumpsters must be staged on the nearest reasonable level area for collection per Solid Waste Code 21.36.080.A.4).*
- c. ☐ 10' wide drive aisle will remain when dumpsters are staged for collection.
- d. ☐ 2' of space around all sides of a compactor to allow adequate access, or space as required by manufacturer/building maintenance.

Requirements for roll-off dumpsters (uncompacted or compacted):

Confirm project complies with the below requirements by checking the box next to each item.

- a. ☐ A minimum of 14' overhead clearance is required to service dumpsters on-site.
- b. ☐ The site plans must demonstrate the truck can access the roll-off dumpster without obstruction when backing into a loading dock. Please include AutoTurn plans ([see specifications for SPU contractor trucks](#)).

6. TOWNHHOUSES and ROWHOUSES

- a. ☐ Developments with 7 or more dwelling units should plan fully shared or hybrid shared solid waste services (dumpsters or carts) to provide efficient collection services and avoid crowded planting strips. For fully shared services, an HOA and a shared water, fire, and/or

irrigation meter is required to set up shared service for SPU billing purposes. For hybrid shared services, CC&Rs are required for SPU billing purposes to set up the shared compost and recycle.

- b. ☐ Demonstrate on the landscape and site plan how carts will be staged for service such that direct access is provided to each container for the Contractor (**Solid Waste Code 21.36.080.A.5**).
- c. ☐ Demonstrate that cart staging is possible within the constraints of planting strip green factor improvements, required street trees, short-term bike parking locations, or other public right-of-way features.
- d. ☐ Individual storage areas for solid waste carts should consider at least **3' x 6'** to accommodate the 96g recycling cart (35"D x 29" W).

7. REQUIREMENTS FOR ARCHITECTURAL PLANS

Please show the following on your plans:

- a. ☒ Plans submitted must include the number and sizes of containers per **SMC 23.54.040.H**.
 - Uncompacted dumpster dimensions can be found [here](#).
 - Dumpsters with compacted materials are purchased from private companies and may vary in their dimensions. SPU does not provide dumpsters for compacted materials.
- b. ☒ All containers and compactor unit locations and positions in the solid waste room or enclosure. *Please note: all three waste streams should be co-located if they are directly accessed by residents and/or commercial tenants for improved waste diversion.*
- c. ☒ 2' of space between every dumpster (for maneuverability)
- d. ☒ 4' of space between dumpsters that face each other (when lids open toward each other), to allow residents to open lids and deposit materials and for maneuverability.
- e. ☒ 6" of space between every dumpster and wall (for maneuverability)
- f. ☐ On-floor solid waste rooms include space for one, 32g food waste container.
- g. ☒ Access door/opening to the primary solid waste room or enclosure is a minimum of **6'** wide for maneuverability and damage prevention.
- h. ☐ Paths and corridors through which dumpsters are transported are a minimum of **6'** wide for maneuverability and prevention of damage.
- i. ☒ Exterior staging area(s) dimensions (refer to **SMC 23.54.040.H** for requirements; demonstrate that enough space is planned to service all containers - service days may differ for each waste stream).
- j. ☒ Grade at staging and collection location(s).
- k. ☒ Staging area(s) for dumpsters is paved or concrete.

8. ATTACHMENTS

- a. SDCI Correction Letter
- b. Detailed site plan that shows solid waste storage, staging, and collection locations (*required per SMC 23.54.040.H*).
- c. One-page detail of the solid waste room or enclosure, including container and room dimensions.
- d. For townhouses and rowhouses - a detailed landscape plan which includes required and new street trees and any other elements being proposed in the right-of-way.

Please submit your Checklist with attachments to: SPU_SolidWastePlanReview@seattle.gov

SIGNIFICANT TREES

EXISTING TREE TO REMAIN: REFER BELOW FOR IDENTIFICATION & SIZE.

EXISTING TREE TO BE REMOVED: REFER BELOW FOR IDENTIFICATION & SIZE.

TREE #	SPECIES / COMMON NAME	DBH	EXCEPTIONAL STATUS
1	CLADASTRIS KENTUEKA / YELLOWWOOD	8	NO
2	CLADASTRIS KENTUEKA / YELLOWWOOD	7	NO
3	CLADASTRIS KENTUEKA / YELLOWWOOD	7	NO
4	CLADASTRIS KENTUEKA / YELLOWWOOD	7	NO
5	CLADASTRIS KENTUEKA / YELLOWWOOD	7	NO
6	CLADASTRIS KENTUEKA / YELLOWWOOD	7	NO
7	DECIDUOUS TREE	8", 8", 8", 10", 10"	NO

LANDSCAPE NOTES:

- PROJECT MEETS 0.40 SEATTLE GREEN FACTOR SCORE.
- ALL PROPOSED PLANTING AREAS SHALL BE WATERED FOR PLANT ESTABLISHMENT, WITH EXCEPTION OF MULCH BEDS AT EXISTING TREES.
- SEE COS STD PLANS 100 SERIES FOR ADDITIONAL PLANTING REQUIREMENTS AND DETAILS.

ON-GRADE TOPSOIL:

- TOPSOIL: TWO-WAY MIX, AVAILABLE AT CEDAR GROVE COMPOSTING, MAPLE VALLEY, WA, (877) 744-5748, OR APPROVED EQUAL.
- PREPARATION: LOOSEN SUBGRADE SOIL TO MINIMUM DEPTH OF 8 INCHES W/CULT/MULCHER OR SIMILAR EQUIPMENT, EXCEPT WHERE TILING WOULD CAUSE EXTENSIVE DAMAGE TO EXISTING TREE ROOTS. REMOVE STONES, GRAVEL, STICKS, ETC.
- PLACEMENT: TOPSOIL MINIMUM DEPTH 8"; SPREAD APPROX. 1/2 THE THICKNESS OF PLANTING SOIL MIX OVER LOOSENED SUBGRADE. MIX THOROUGHLY INTO TOP 4-INCHES OF SUBGRADE. SPREAD REMAINDER TO MEET REQUIRED GRADES. HOLD 3" BELOW ADJACENT PAVED WALKS, CURBS, AND PLANTER WALLS.

BIORETENTION SOILS:

- REF CIVIL DWGS.

MULCH:

- BARK MULCH: PACIFIC GARDEN MULCH, CEDAR GROVE COMPOST, OR APPROVED EQUAL AND SHALL BE NO LESS THAN 2 OR MORE THAN 4 YEARS OLD. 4" DEPTH

MATERIALS LIST - STREET LEVEL

CONCRETE PAVING
SAND COATED EXPANSION JOINTS
SAW CUT CONTROL JOINTS
LIGHT SAND BLAST FINISH
SCORE PER PLAN

CONCRETE PAVING
SAND COATED EXPANSION JOINTS
SAW CUT CONTROL JOINTS
LIGHT SAND BLAST FINISH
SCORE PER PLAN

THROUGH JOINT

ALIGN
TREE PROTECTION
PER COS STANDARD DETAILS 132 & 133

BOLLARD PATH LIGHT
BEE RACK
TOPING CAN-DETECTABLE NO SCRATCH SURFACE
MOUNT RACK, BY SPORTWORKS. INSTALL PER MFG. RECOMMENDATIONS

BOLLARD PATH LIGHT
PEDESTRIAN POLE LIGHT, 10-12 HT.

MULCH
4" DEPTH

PLANT SCHEDULE (PLANTS TO BE CHOSEN FROM THIS LIST)

EXISTING TREES
REF. SIGNIFICANT TREE TABLE, THIS SHEET

NEW/LRG TREES
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March 17, 2023

Susan Boyd
Chief Executive Officer
Bellwether Housing
433 Minor Ave N
Seattle, WA 98109

Dear Ms. Boyd,

I am pleased to inform you that the Office of Housing has approved Bellwether Greenwood project, located at 8601 Block Fremont Ave N for conditional funding **up to \$7,000,000** for a loan for the development of your project. This amount is subject to change based on final project costs. If there are decreases in development costs or increases in other projected sources such as tax credit equity, OH and other public funders explicitly reserve the right to decrease the final subsidy award to the minimum level needed.

The projected sources of OH capital funding are Levy and other local funds.*

This letter will serve as an award of funds, subject to:

1. the conditions outlined below;
2. approval of the final Project development budget;
3. the 2016 Housing Levy Administrative and Financial Plan;
4. the NOFA (Notice of Funding Availability) dated July 2022;
5. the income and affordability levels in the attached Multi-Family Lending Term Sheet; and
6. additional OH requirements as requested prior to closing.

This letter does not cover all federal, state and local requirements, or all the terms that will be included in loan documents including legal rights and obligations.

Please read this letter carefully and return a signed copy of the Acknowledgement at the bottom to your OH Project Manager, Olin Johansen.

**Sources are subject to change.*

FUNDING CONDITIONS

The City's reservation of funds is based upon representations made in your NOFA application. Changes to those representations must be reported as specified in Section II: Reporting, and approved by OH in writing. Unreported changes may result in a delay of closing and/or a loss of City funding. These requirements are designed to ensure productive communication between the Borrower and the City regarding Project status prior to closing. You are encouraged to visit <http://www.seattle.gov/housing/housing-developers/rental-housing-program> for further information on the City's funding process.

I. Timeline and Budget

A. Timeline

Disbursement of City loan funds is conditioned upon the Borrower meeting the development timeline below.

<u>Task</u>	<u>Completion Date</u>
• All other Project financing secured	06/01/2024
• First written report to OH due	30 days from date of this letter
• Building permit issued	11/30/2024
• Construction started	12/31/2024

B. Development Budget Sources

<u>Source</u>	<u>Amount</u>
City of Seattle Office of Housing	\$7,000,000
Tax Exempt Bonds	\$6,423,885
4% LIHTC Equity (proposed)	\$12,479,210
Deferred Developer Fee (proposed)	\$1,428,228
King County	\$250,000
Total	\$28,541,773

C. Operating and Services Budget

Total Annual Operating Expenses	\$420,251 <i>proposed in year 1</i>
Annual Per-unit Operating Expenses	\$7,246
Total Annual Service Expenses	N/A
Annual Per Unit Service Expenses	N/A
Annual Replacement Reserve deposit	\$350 per unit with 3% inflation factor
Annual Operating Reserve requirement	N/A

II. Reporting Requirements

A. Budget Updates

Borrower shall submit the most current version of the development budget and operating pro forma to the Office of Housing, King County, and Washington State at each of the following milestones. Each submission shall be clearly dated and provide a narrative explanation of changes.

1. Thirty days after Borrower's receipt of this letter.
2. At the time of any application to a potential Project funder for capital, equity, operating or rental assistance, and/or service funds.
3. Each time there is a proposed change to the development budget or operating budget of more than 1%.
4. No less than quarterly, and upon OH request.

B. Status Reports

Borrower shall submit an email status report when changes to the Project cause the proposal to differ from the NOFA application or previous Status Reports. Reports must explain any problems or needed modifications, and propose a plan for addressing them. Items in the status reports include the following:

- Status of architectural and engineering work including explanation of any pending or proposed modification to the design submitted in the NOFA application
- Status of Master Use Permit and Building Permit
- Status of relocation activities, if applicable
- Status of ongoing neighborhood notification activities and good neighbor activities
- Progress in meeting the Project Timeline
- Copies of all documents relevant to the amount and conditions of this award
- Status of environmental review, including copies of SEPA/NEPA determination of non-significance. City funding is contingent upon this determination
- The final Closing Schedule, when available
- The Tenant Rent-Up Plan, if applicable
- A draft RFP which includes the OH Term Sheet soliciting investors as well as LOI's received from potential investors
- All documents related to the limited partnership or limited liability corporation formed for the purpose of raising equity funds through the sale of federal low-income housing tax credits, including a draft limited partnership or limited liability corporation agreement
- A detailed syndication pro forma from the tax credit investor showing all financial sources and uses, shall include the schedule of tax benefits, tax credits and other deductions, as well as a schedule of equity pay-ins

C. Pre-Closing Report

Upon receipt of general contractor bids and not less than 10 days prior to closing, Borrower must submit the following to OH. At that time OH will make a determination of the final loan amount.

1. A summary of contractor bids noting the winner and an explanation of the selection
2. The final Project development budget
3. The most current operating pro forma
4. The unexecuted construction contract with all exhibits

D. Construction Schedule and Subcontractor Bid Summary

Upon closing, the developer shall submit the construction schedule showing the expected start dates of each trade and a summary of all completed subcontractor bids and selections.

III. Bidding and Contracting Requirements

Borrower shall submit proposed competitive selection processes, contract type and project delivery method as soon as possible and not less than 15 business days prior to commencing a solicitation process and receive OH approval prior to implementation.

A. General Contractor Selection

Borrower must competitively select the Project's general contractor, third party construction management services, and subcontractors. If your project is receiving federal funding Borrower shall comply with Section 3 hiring and contracting practices for both construction and non-construction activities. OH, at its discretion, may waive the requirement to competitively select the general contractor provided Borrower can provide sufficient information that a competitive construction price will be achieved with the selected contractor. If a selected general contractor is not able meet the approved construction budget OH may require a new bidding process prior to the OH loan closing.

B. Subcontractor Selection

Borrower must require the general contractor to solicit a minimum of three subcontractors for competitive bids/proposals for each subcontract over \$25,000. Subcontracts shall be awarded based on the lowest responsive and responsible bid.

C. Contracting Practices

Borrower must comply with the City's Fair Contracting Practices ordinance. Borrower and its general contractors shall be encouraged to take actions, consistent with the ordinance that would increase opportunities for women and minority business enterprises (WMBEs). A combined WMBE voluntary goal of 14% of the total construction and other contracted services contracts shall apply to this Project. Borrower shall report periodically on WMBE contracting outcomes. If project funding includes federal funds, Borrower shall comply with Section 3 hiring and contracting practices regarding economic opportunities for low-income persons (24 CFR 135).

D. Wages

Borrower shall require all general contractors and subcontractors to adhere to current OH policies. As of December 2018, this policy requires contractors to pay, at a minimum, State Residential Prevailing Wages for all residential construction activities on the Project. Borrower and its contractors are required to follow the City of Seattle Office of Housing Residential Prevailing Wage Rate policy attached.

IV. Other Requirements and Conditions

A. Community Relations Plan

Borrower shall finalize the draft Community Relations Plan (dated August 2018). Borrower shall implement the Plan throughout the development and operation of the Project. Borrower shall keep OH informed of the status of community relations, and, in particular, of any issues or concerns raised by neighbors or community organizations.

B. Evergreen Sustainable Development Standard

Borrower shall ensure that development meets the Evergreen Sustainable Development Standard.

C. Federal Requirements

If project funding includes federal funds, Borrower shall comply with all applicable federal laws and regulations including but not limited to: NEPA review requirements, federal Displacement, Relocation and Acquisition requirements, Davis Bacon prevailing wage requirements, and Section 3 compliance and reporting.

D. Term Sheet

Please review the attached Multi-Family Lending Term Sheet. OH requires that this term sheet be included in any solicitation for project financing including Requests for Proposals to LIHTC investors and private lenders. Borrower shall provide final drafts of LIHTC investor Letters of Interest (LOI's) prior to execution for OH review.

Your OH Project Manager during the development of Bellwether Greenwood is Olin Johansen. If you have questions regarding any of the enclosed materials, please contact Olin at (206) 386-4370 or olin.johansen@seattle.gov.

Sincerely,



Maiko Winkler-Chin
Office of Housing Director

Enc: Multi-Family Lending Term Sheet
OH Residential Prevailing Wage Policy

Acknowledgement of Funding Conditions

I, Susan Boyd, Chief Executive Officer of Bellwether Housing, acknowledge that I have read and understand the above funding conditions.

ORIGINAL SIGNATURE OF AUTHORIZED OFFICIAL

Signature: 
Susan Boyd (Jun 26, 2023 10:41 PDT)

Title: Chief Executive Officer

Name: Susan Boyd

Date: 4/28/2023

Organization: Bellwether Housing

Bellwether Greenwood Reservation Letter






3.17.2023

Final Audit Report

2023-06-26

Created:	2023-06-26
By:	Nicholas Maue (nmaue@bellwetherhousing.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAHLiLzVmtFvLj034ma0DyTujW8G3xuCU4

"Bellwether Greenwood Reservation Letter 3.17.2023" History

-  Document created by Nicholas Maue (nmaue@bellwetherhousing.org)
2023-06-26 - 5:24:24 PM GMT
-  Document emailed to Susan Boyd (sboyd@bellwetherhousing.org) for signature
2023-06-26 - 5:24:49 PM GMT
-  Email viewed by Susan Boyd (sboyd@bellwetherhousing.org)
2023-06-26 - 5:40:14 PM GMT
-  Document e-signed by Susan Boyd (sboyd@bellwetherhousing.org)
Signature Date: 2023-06-26 - 5:41:01 PM GMT - Time Source: server
-  Agreement completed.
2023-06-26 - 5:41:01 PM GMT



Low-Income Housing Checklist: Instructions

The City of Seattle has a streamlined process for permitting publicly funded low-income housing. Seattle Department of Construction and Inspections (SDCI) prioritizes developments that meet “low-income housing” criteria to expedite the permit reviews for those projects.

To receive priority permitting status for low-income housing, the following criteria must be met:

- Proposed development includes construction or rehabilitation of residential structure(s) to provide **low-income housing**.
- An application for **public funding** for the **capital costs of constructing or rehabilitating the low-income housing** has been or will be submitted.
- Public funding for capital costs of construction is awarded before SDCI issues the first building permit that includes the structural frame for each structure. Loans for land acquisition do not qualify. The public funding must be conditioned on one or more **regulatory agreements, covenants, or other legal instruments**, enforceable by The City of Seattle, King County, State of Washington, Washington State Housing Finance Commission, or other public agency, if approved by the Director of Housing, being executed and recorded on the title of the property that includes the low-income housing and such legal instruments either:
 - For a minimum period of 40 years, require **rental** of at least **40 percent of the dwelling units**, small efficiency dwelling units, or congregate residence sleeping rooms as restricted units with rent and income limits no higher than **60 percent of median income**; or
 - For a minimum period of 50 years, require at least **40 percent of the dwelling units** as restricted units sold to **buyers** with incomes no higher than **80 percent of median income** at prices (initial sale and resale) to allow modest growth in homeowner equity while maintaining long-term affordability for income-eligible buyers, all as determined by the Director of Housing.

Next steps:

1. To get your project flagged with Priority 2 permitting status, email a completed checklist to [Laura Hewitt Walker](#) at the Office of Housing before your pre-submittal conference.
2. As soon as you have a public funding award letter *and* term sheet for your project, update your checklist and email it with .pdfs of *both of those documents* to the Office of Housing and the assigned SDCI zoning reviewer.
3. Prior to building permit issuance, a final checklist, approved/signed by both SDCI and OH, must be embedded in the Plan Set for the project.

Your project could be delayed if you fail to provide documentation of a public funding award consistent with “low-income housing” requirements as outlined above prior to when building permit(s) are ready for issuance.

Low-Income Housing Checklist

Date: 9/3/24

Permit numbers: 3036119-LU

Project name: Bellwether Greenwood

Project address: 8601 Fremont Avenue North, Seattle, WA 98103

Legal name of property owner: Bellwether Housing

Sponsor/Developer: Bellwether Housing

Who should City staff contact if they have questions? Name: Jonathan Smith

Phone: 206-588-4798 Email: josmith@bellwetherhousing.org

Tenure of proposed project: ☒ Renter-occupied ☐ Owner-occupied

The project will meet the definition of permanent supportive housing ([SMC 23.84A.030](#))

Yes ☐ No ☒

The property on which the project is being developed is owned or controlled by religious organization ([SMC 23.42.055](#)) Yes ☐ No ☒

Project description:

Two 3-story apartment buildings, providing affordable housing for low-income, workforce residents.

Total number of units in project by affordability limit (i.e., percentage of area median income)

Affordability	# Units
<= 30% of AMI units	
<= 40% of AMI units	
<= 50% of AMI units	38
<= 60% of AMI units	15
<= 70% of AMI units	
<= 80% of AMI units	
Unrestricted units	
TOTAL UNITS	

Status of public funding for the project

- ☐ Intend to apply for public funding for capital costs of construction.

Identify the public funder(s) and their application deadline(s):

- ☐ Application for public funding for capital costs of construction has been submitted and decision is pending. Identify the public funder(s) and their anticipated decision date(s):
-

- ☒ Public funding has been awarded. **Your checklist cannot be finalized until you provide .pdfs of the signed public funding award letter(s) and term sheet(s). The public funding must be permanent funding for capital construction costs, not land acquisition. If you have not yet secured permanent public funding, complete one of the status sections above instead.**

Identify the public funder(s): City of Seattle's Office of Housing

Date(s) of public funding award notice(s): 3/17/23

Status of regulatory agreement that satisfies the "low-income housing" criteria:

- ☐ Regulatory agreement will be executed and recorded at the financial closing

Anticipated financial closing timeline: _____

Grantee (e.g., City of Seattle; Washington State Department of Commerce):

Minimum term (# of years): _____

Project information, including # of housing units by AMI limit, matches the terms of the pending agreement and Plan Set: ☐ Yes ☐ No

- ☐ Regulatory agreement has been executed and recorded

14-digit recording number: _____

Grantee (e.g., City of Seattle; Washington State Department of Commerce):

Minimum term (# of years): _____

Project information, including # of housing units by AMI limit, matches the terms of the executed/recorded agreement and Plan Set: ☐ Yes ☐ No

Comments (optional):

[City Staff determination on following page]

FOR CITY STAFF USE ONLY

Permit record #s: _____

- ☒ PRELIMINARY low-income housing checklist (*temporary pending Final checklist*)
- ☐ FINAL low-income housing checklist to embed in Plan Set (*due prior to Building Permit issuance*)

Office of Housing staff reviewer: _____

Date of review: _____

SDCI staff reviewer: _____

Date of review: _____



3036119-LU: Rezone Hearing

Photo by John Skelton



Seattle Department of
Construction & Inspections

Seattle Hearing Examiner
Greg Johnson | January 14, 2025

Adjacent Uses

On a neighborhood Green way along Fremont Ave N, the project site is mostly surrounded by residential uses, both single family and increasingly more multifamily. Situated directly across from the Greenwood Boys and Girls Club and centered between the commercial streets of Greenwood Ave and Aurora Ave, the project is well suited to transition the neighborhood between single family homes and more commercial uses.

Legend

Residential (single-family & multi-family)	
Mixed-Use	
Commercial	
Public	
Medical	
Community / Religious	
Education / Institutional	
Park/Open Space	



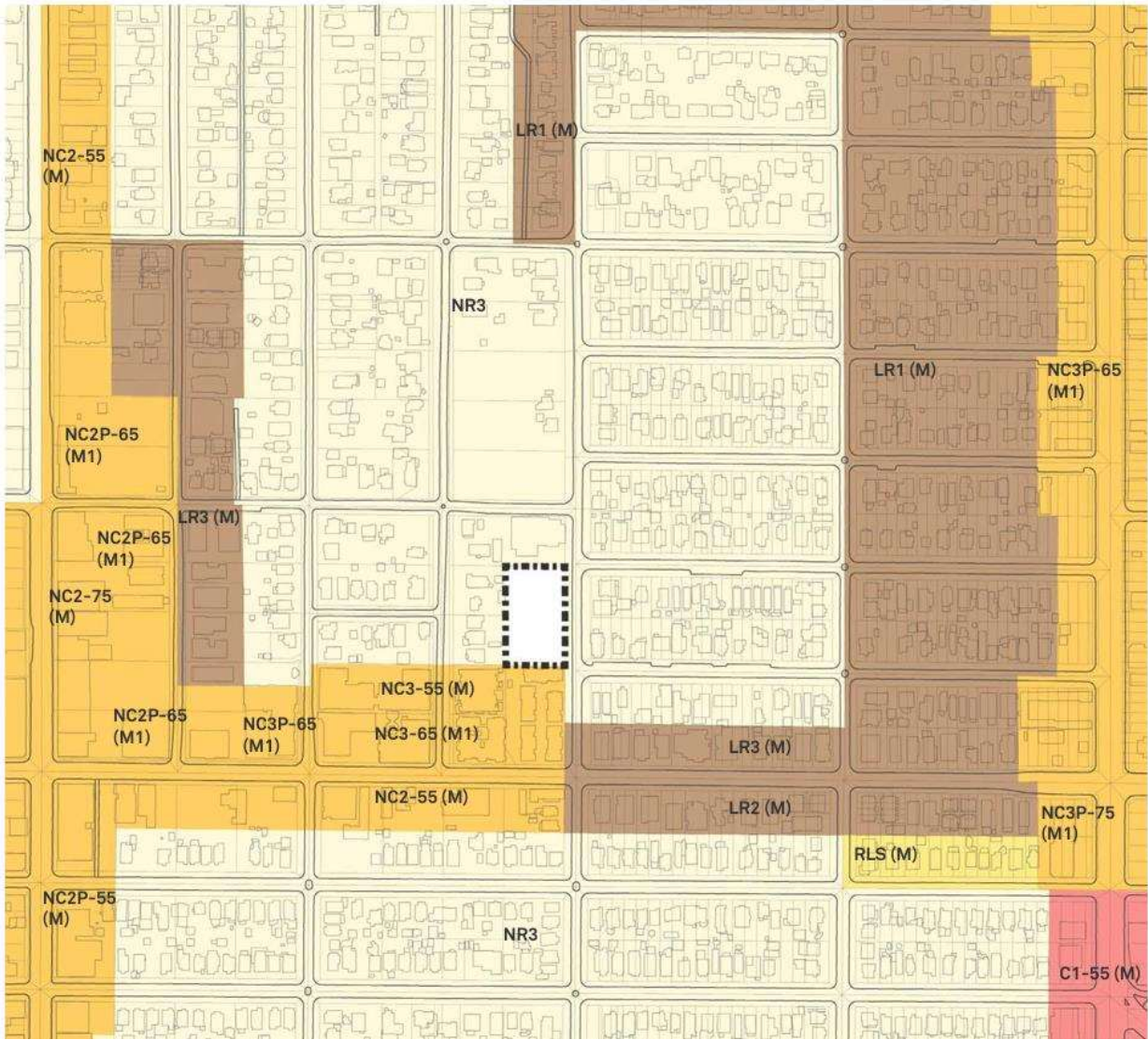
Site



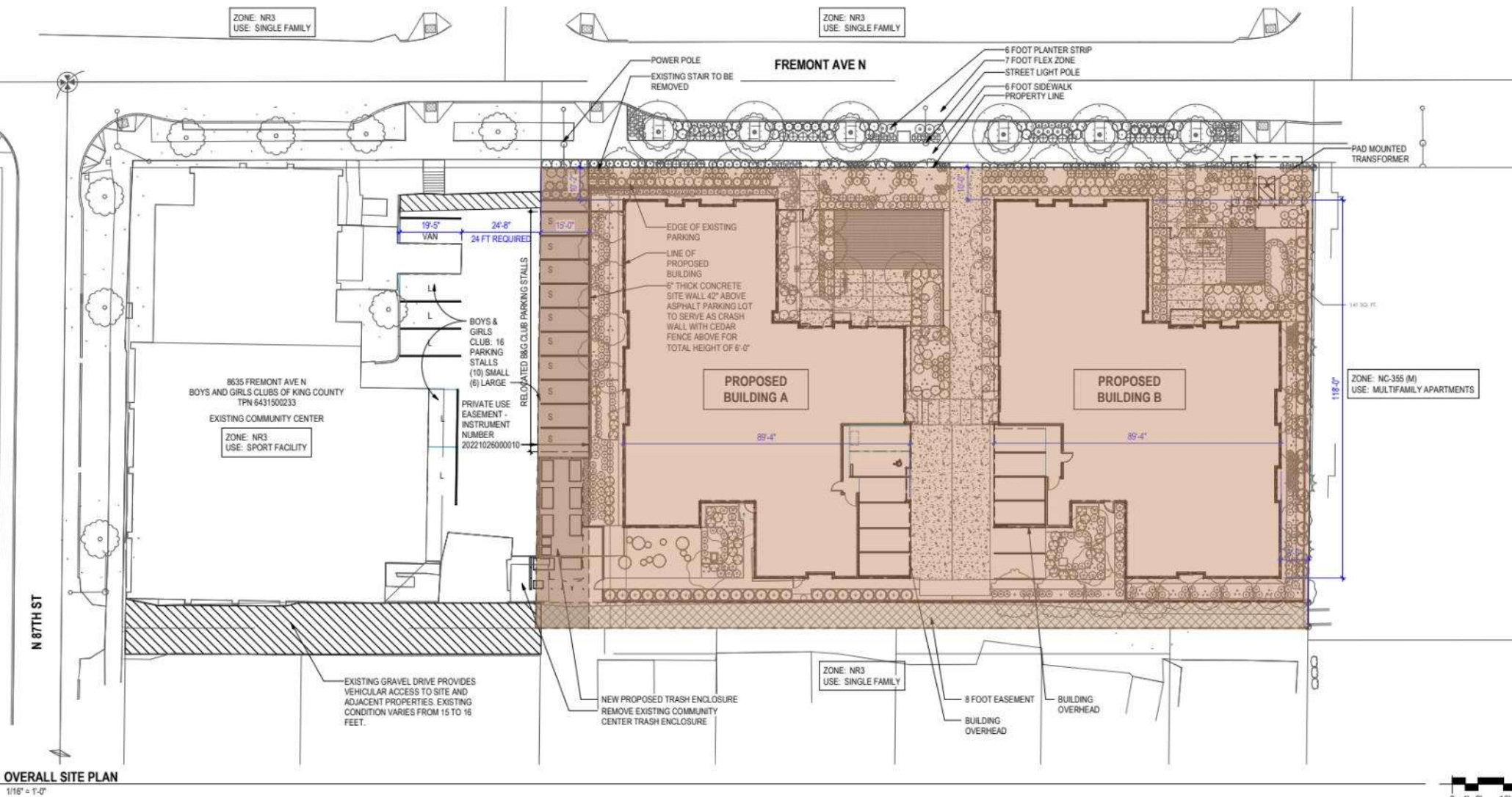
Zoning Map

Zoning Legend

Single Family	
Residential Small Lot	
Lowrise Multi-Family	
Neighborhood Commercial	
Commercial	



N 92nd St
N 91st St
N 90th St
N 89th St
N 88th St
N 87th St
N 86th St
N 85th St
N 83rd St
N 82nd St



RECOMMENDED CONDITIONS

Prior to Issuance of a Master Use Permit

1. The rezone includes a Mandatory Housing Affordability designation of M1. (P)
2. Development of the rezoned property shall be subject to the requirements of SMC 23.58B and/or 23.58C. The PUDA shall specify the payment and performance calculation amounts for purposes of applying Chapter 23.58B and or 23.58C. (P)

Prior to Issuance of a Building Permit

3. Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU. (P)

QUESTIONS?

Greg Johnson

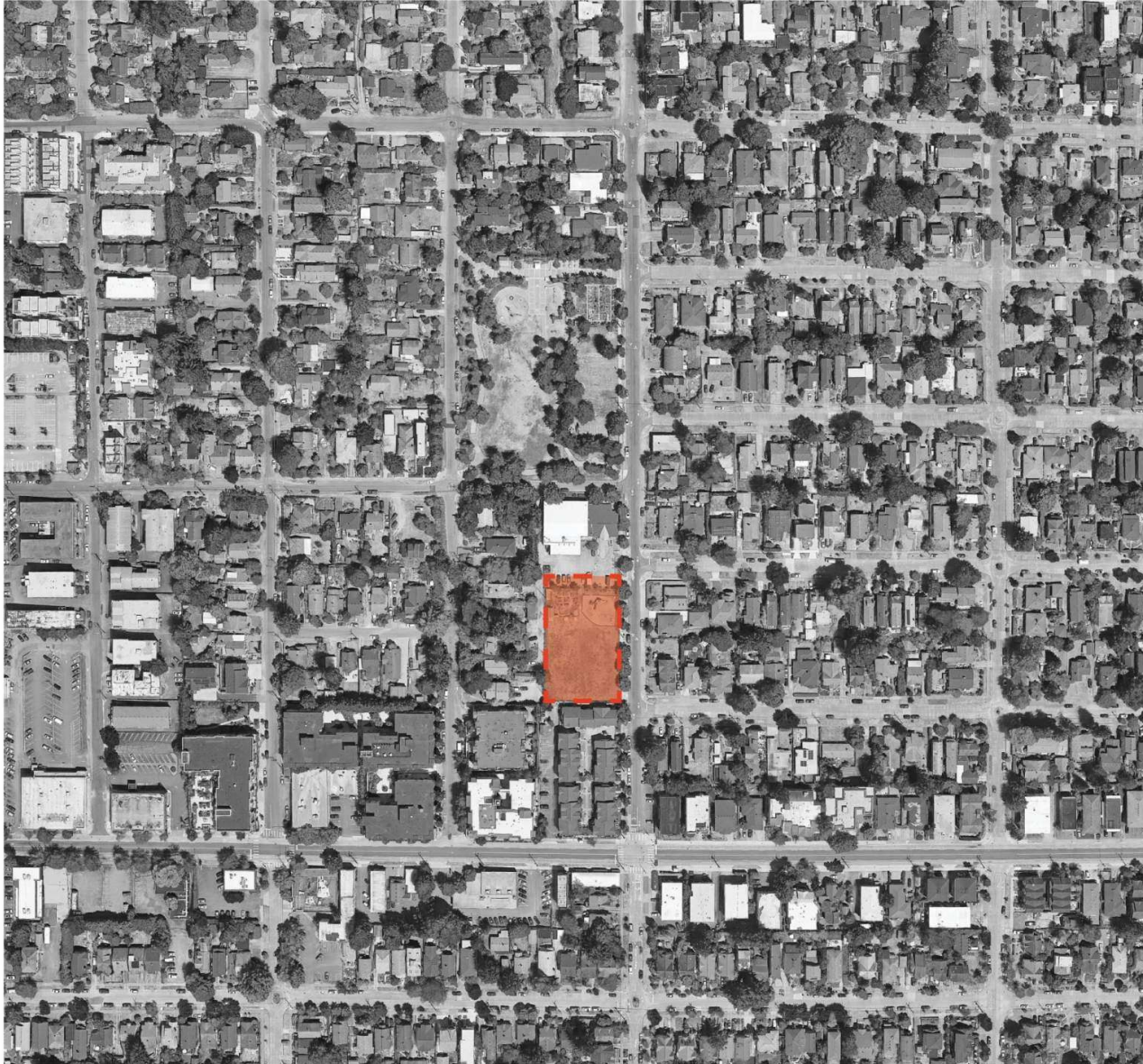
Senior Land Use Planner

Greg.Johnson@seattle.gov

206-727-8736

www.seattle.gov/sdci





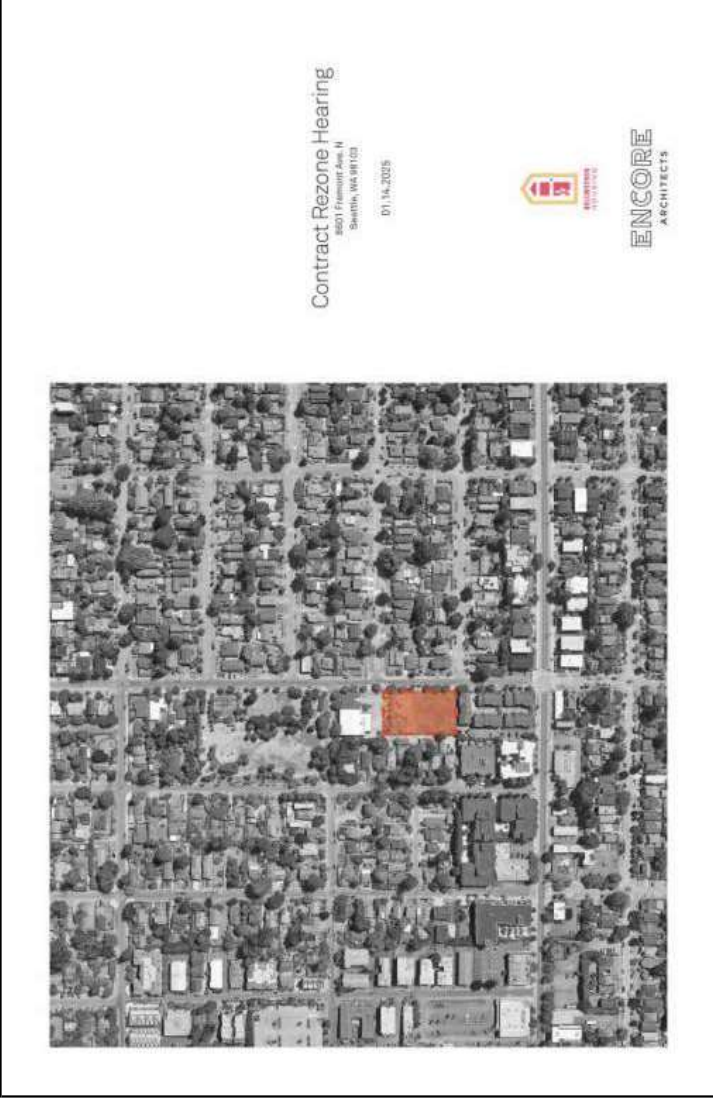
Contract Rezone Hearing

8601 Fremont Ave. N
Seattle, WA 98103

01.14.2025



ENCORE
ARCHITECTS



Blair Stone with Encore Architects
Principal on this project
WA state licensed architect
35 years of experience
1st contract rezone

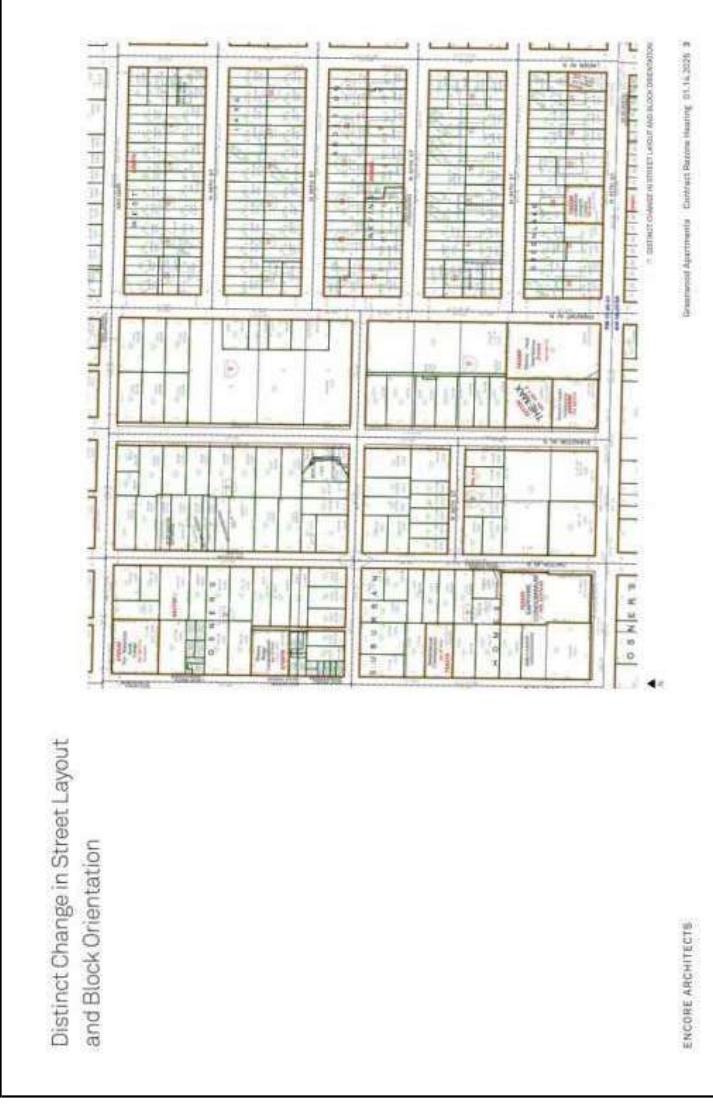
URBAN DESIGN ANALYSIS

Vicinity Map

- Neighborhood Greenway
- Bike Lane
- Stay Healthy Streets
- Bus Stop
- 5 MIN WALK - 1/4 MILE

- | | | | |
|-------------------------|----|----------------------------------|----|
| Denise Hunt Townhomes | 1 | Robert Eagle Staff Middle School | 14 |
| Boy's and Girl's Club | 2 | Greenwood Senior Center | 15 |
| Greenwood Park | 3 | Greenlake | 16 |
| 8500 Fremont Apartments | 4 | | |
| Evanston Square Condos | 5 | | |
| Max Apartments | 6 | | |
| Linden Street Townhomes | 7 | | |
| Single Family Home | 8 | | |
| Single Family Home | 9 | | |
| Greenwood Library | 10 | | |
| Fred Meyer | 11 | | |
| Sandel Park | 12 | | |
| Licton Springs Park | 13 | | |





A distinct change in block orientation and street layout occurs at N Fremont Ave.

- The west side where our site is located is the Osners Suburban Homes (screen left). The long block faces are oriented east/west.
- On the right side (east) is Greenlake Addition where the long block face is oriented north/south
- Our block is on the edge of this change

The block orientation change helps with the separation of the site and its multi-family uses from the surrounding development within the NR3 zone.

Adjacent Uses

Legend

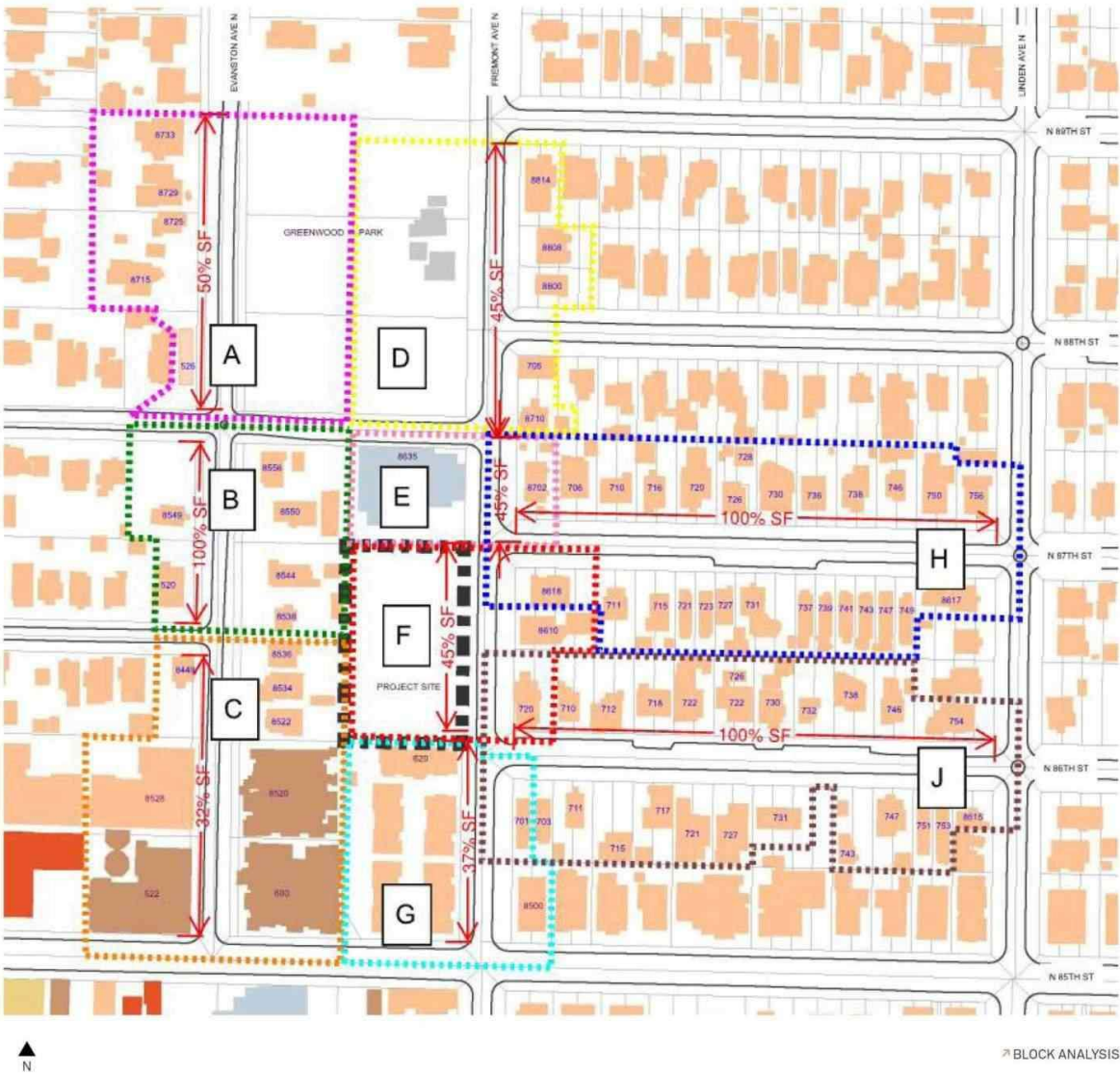
- Residential (single-family & multi-family)
- Mixed-Use
- Commercial
- Public
- Medical
- Community / Religious
- Education / Institutional
- Park/Open Space

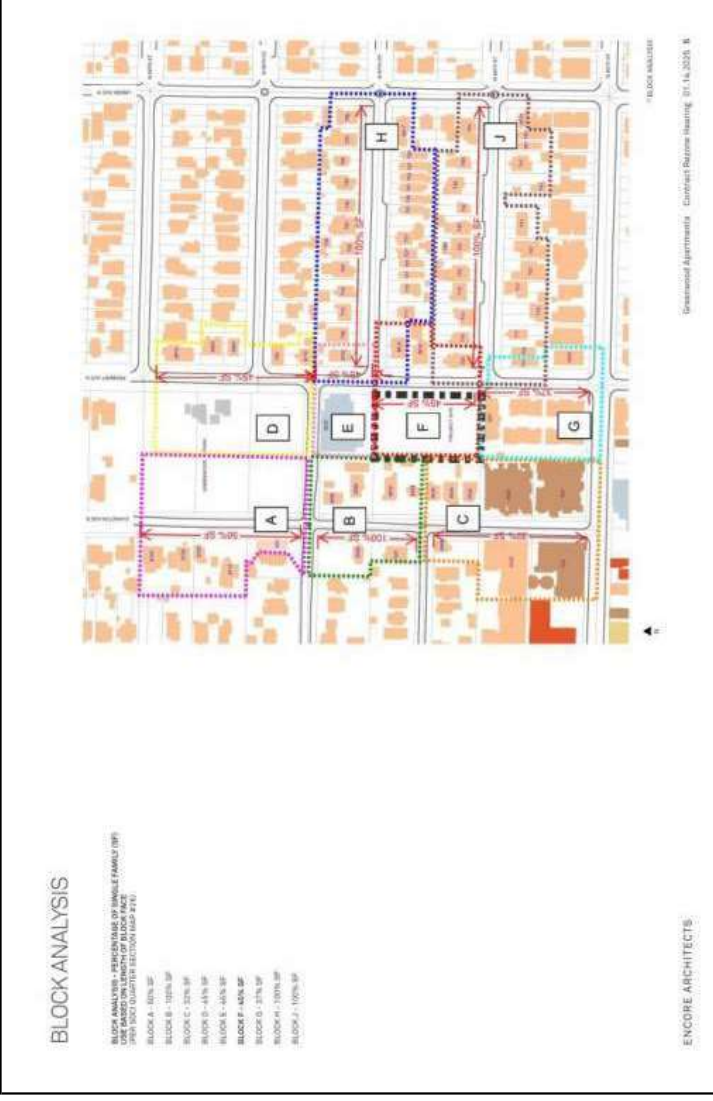


BLOCK ANALYSIS

BLOCK ANALYSIS - PERCENTAGE OF SINGLE FAMILY (SF)
USE BASED ON LENGTH OF BLOCK FACE
(PER SDCI QUARTER SECTION MAP #26)

- BLOCK A - 50% SF
- BLOCK B - 100% SF
- BLOCK C - 32% SF
- BLOCK D - 45% SF
- BLOCK E - 45% SF
- BLOCK F - 45% SF
- BLOCK G - 37% SF
- BLOCK H - 100% SF
- BLOCK J - 100% SF





- 9 block analysis studying which block have more than 70% single-family buildings
- We looked at the number of buildings per block but that skews the percentage due to open space. This is true for Blocks A, D & F.
 - For example using buildings per block, Block A would be 100% of the block is single family since there are no buildings in the park but the block certainly isn't 100% single family.
 - More realistic view of the block is to looked at it based on block length shown here. The same Block A is only 50%.
- Results of this analysis is
- 6 out of the 9 blocks studied are not 70% single-family
 - The site on Block F is 45%

A - South of Site



B - West of Site



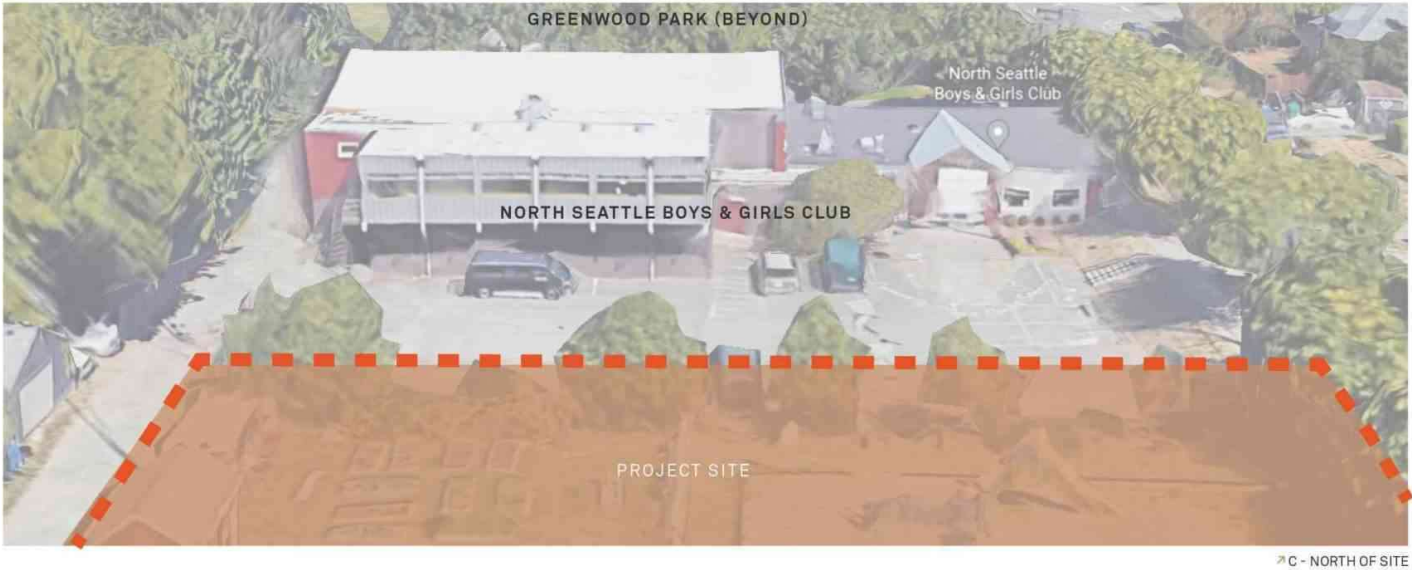
➤ B - WEST OF SITE





(5) Single family home are directly west and you can see on the left is the Max Apartments

C - North of Site





Directly north is the North Seattle Boys & Girls Club with Greenwood Park beyond

D - East of Site



D - EAST OF SITE










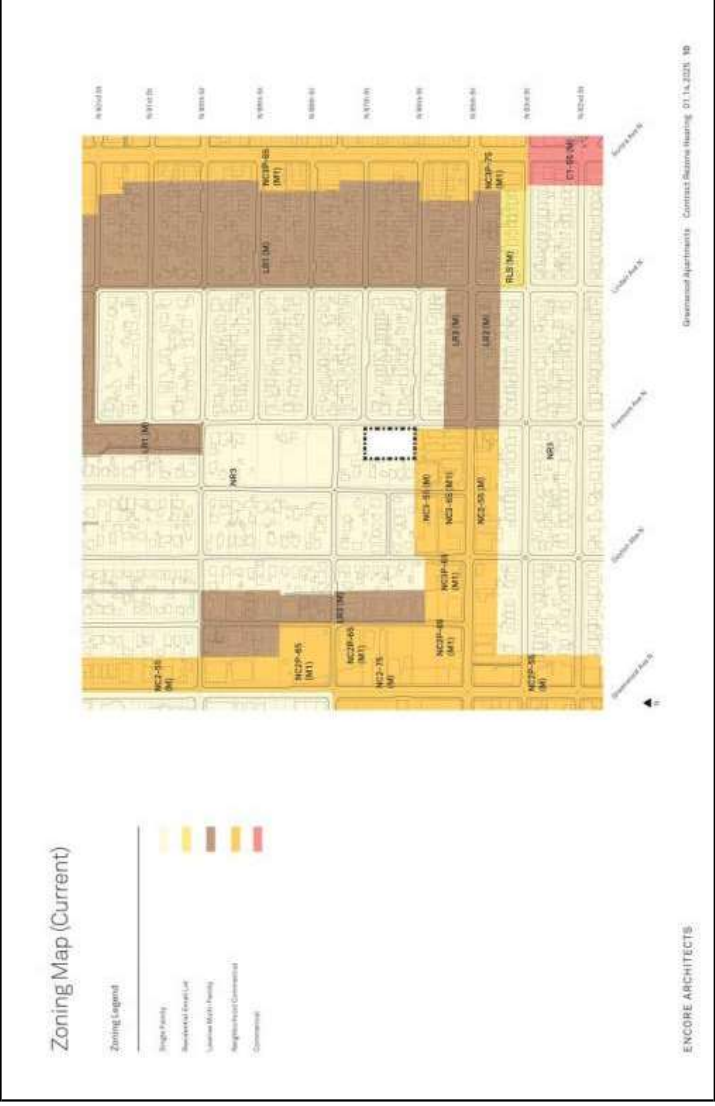
To the east are (3) single family homes.

Zoning Map (Current)

Zoning Legend

Single Family	
Residential Small Lot	
Lowrise Multi-Family	
Neighborhood Commercial	
Commercial	



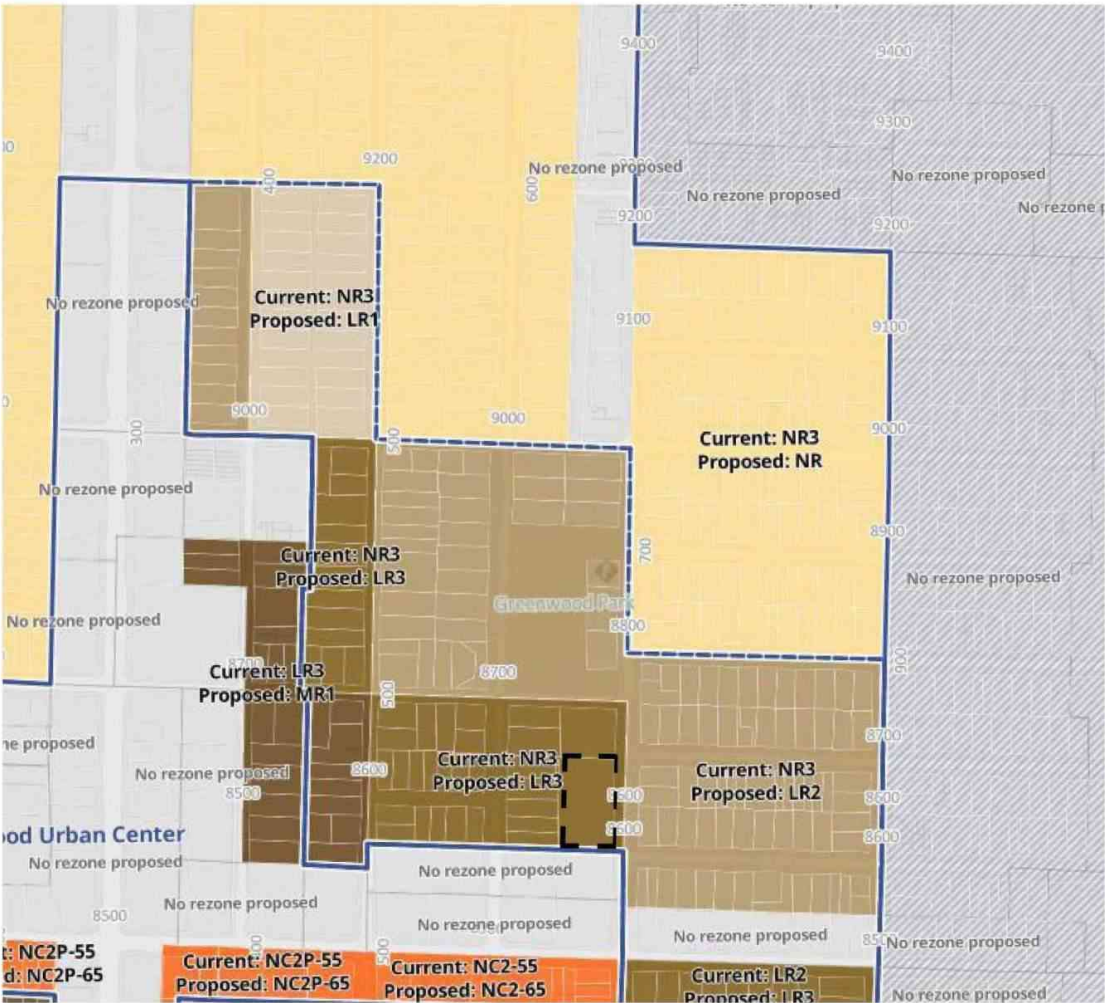


Our site is in white on this zoning map. You can see it is currently NR3 immediately adjacent to the denser taller NC zoning to the south. If you look to the east and west, the NR3 typically has low rise transitioning between the zones but not at our block.

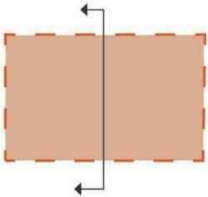
Zoning Map (Proposed)

Zoning Legend

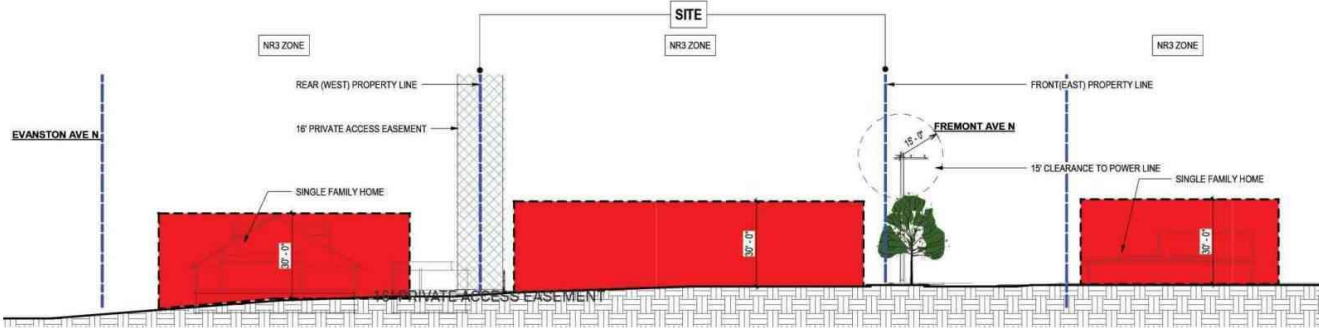
Neighborhood Residential (NR)	<div></div>
Lowrise 1 (LR1)	<div></div>
Lowrise 2 (LR2)	<div></div>
Lowrise 3 (LR3)	<div></div>
Midrise (MR)	<div></div>
Neighborhood Commercial (NC)	<div></div>
No rezone proposed	<div></div>



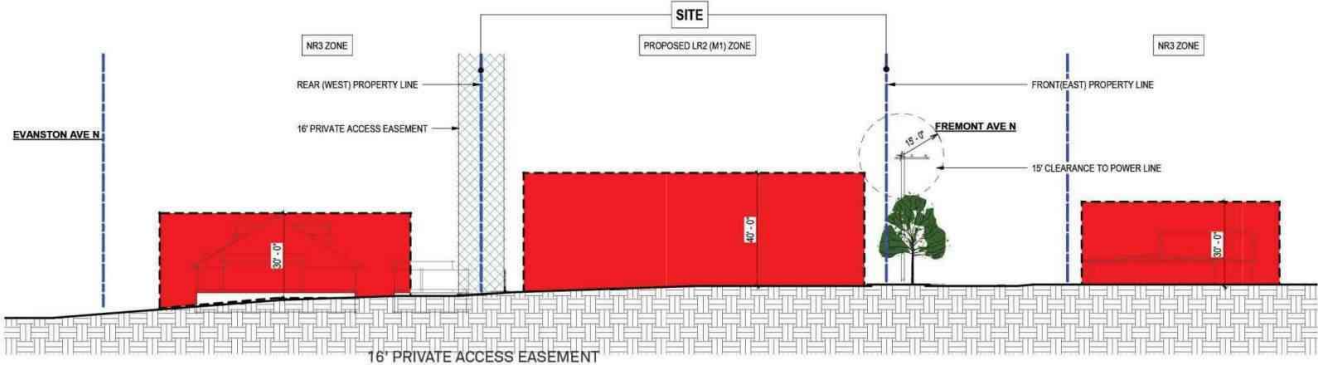
Zoning Sections (NR3 & LR2 (M1)) - Transverse



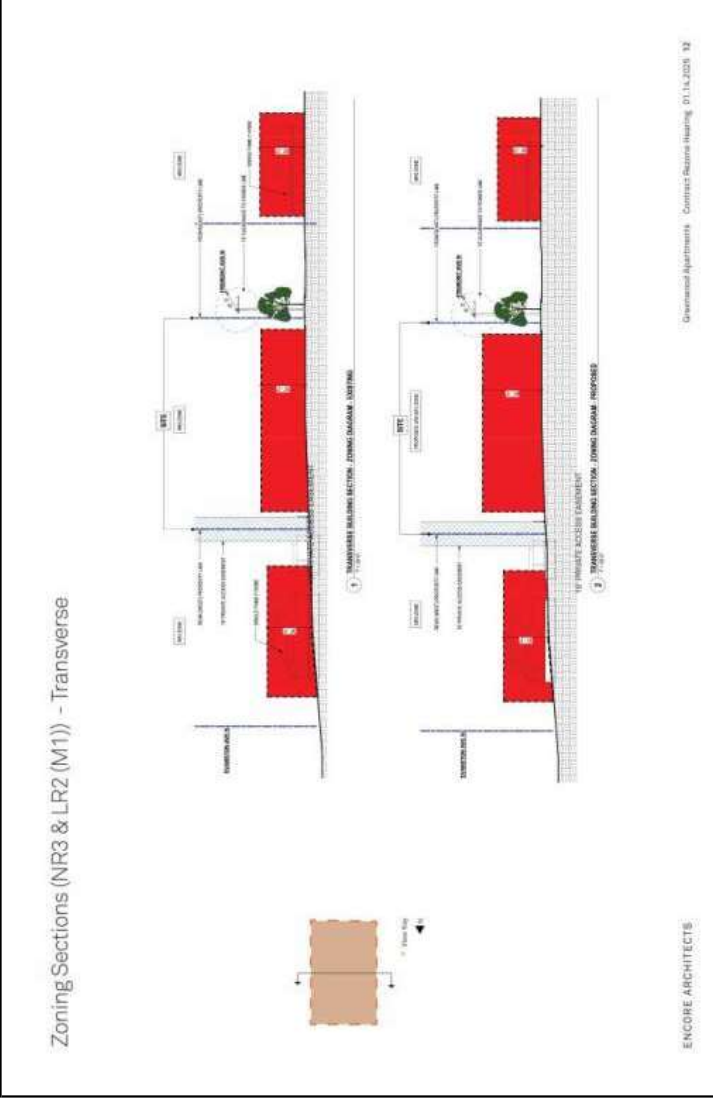
View Key
N



1 TRANSVERSE BUILDING SECTION - ZONING DIAGRAM - EXISTING
1" = 20'-0"



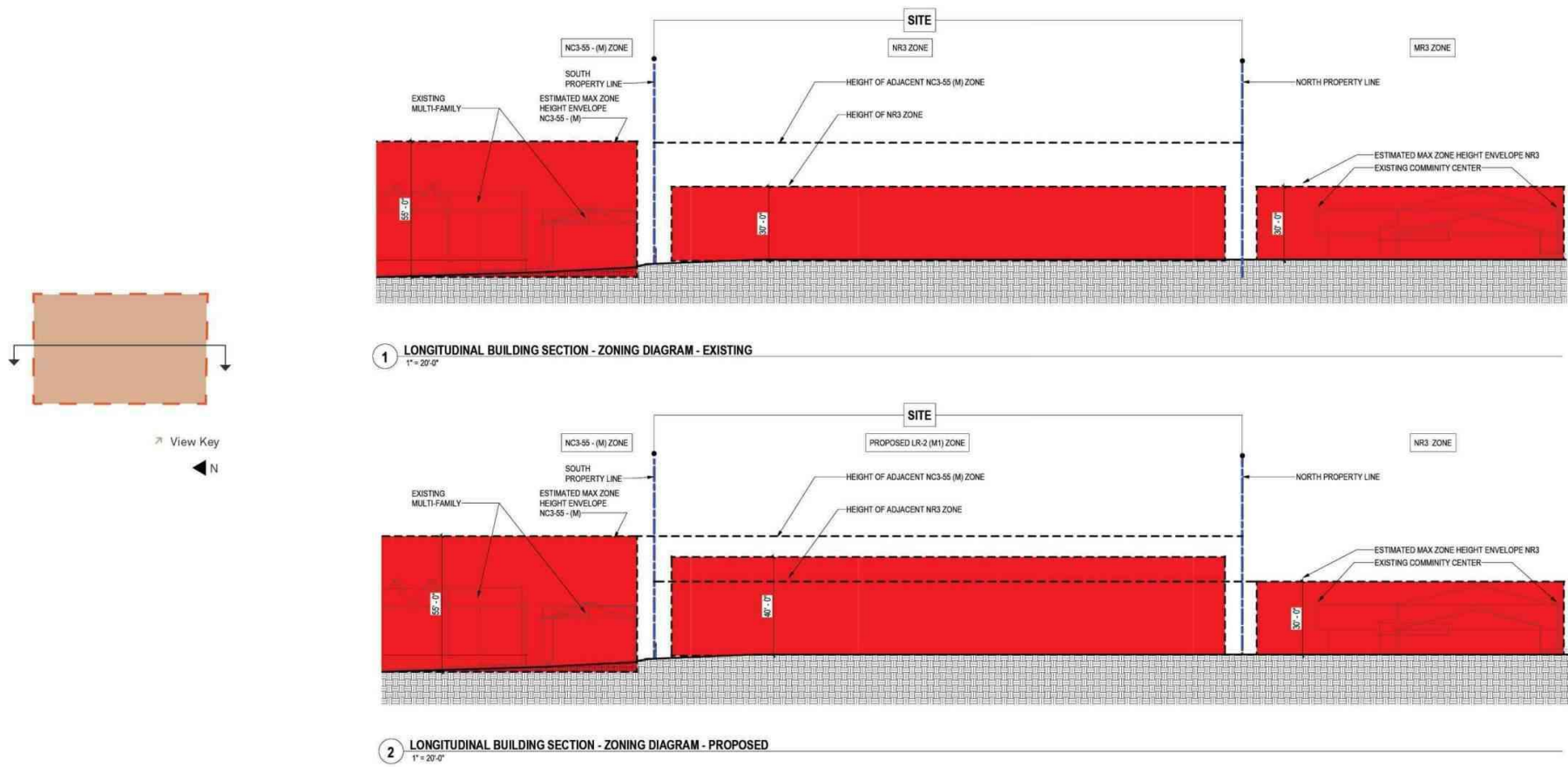
2 TRANSVERSE BUILDING SECTION - ZONING DIAGRAM - PROPOSED
1" = 20'-0"

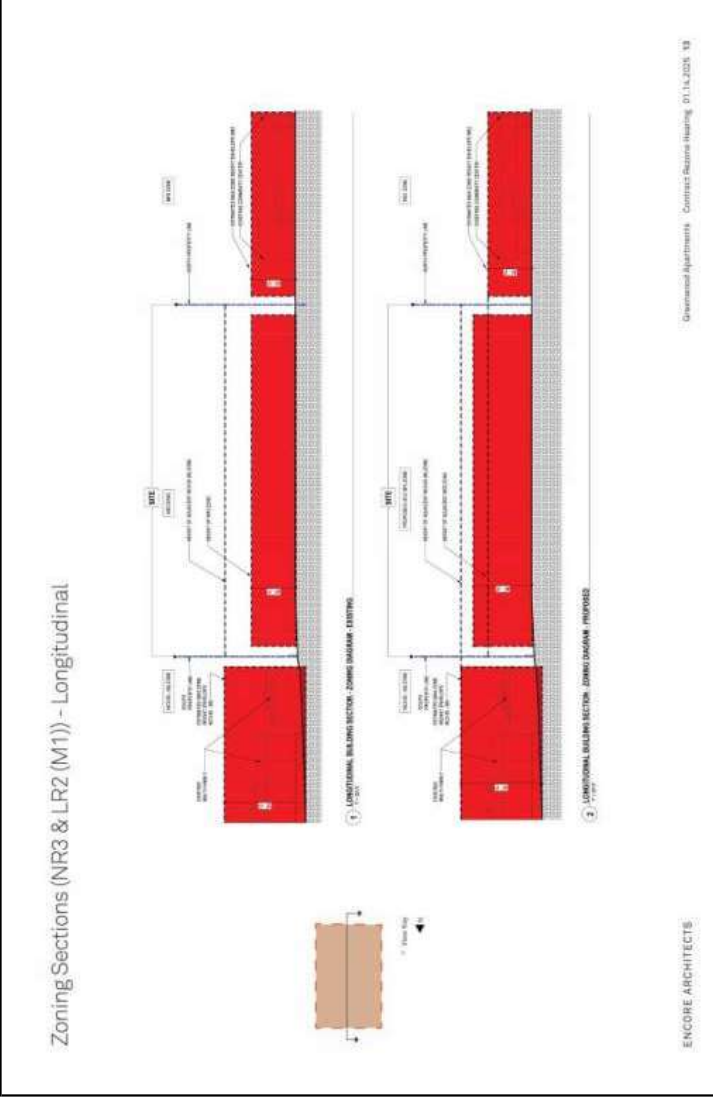


The top section shows the existing NR3 zoning with it's height limit of 30 feet or 35 feet for roof pitched greater than 4:12.

The lower sections shows the height difference between existing NR3 and proposed LR2 (M1) is 10'.

Zoning Sections (NR3 & LR2 (M1)) - Longitudinal



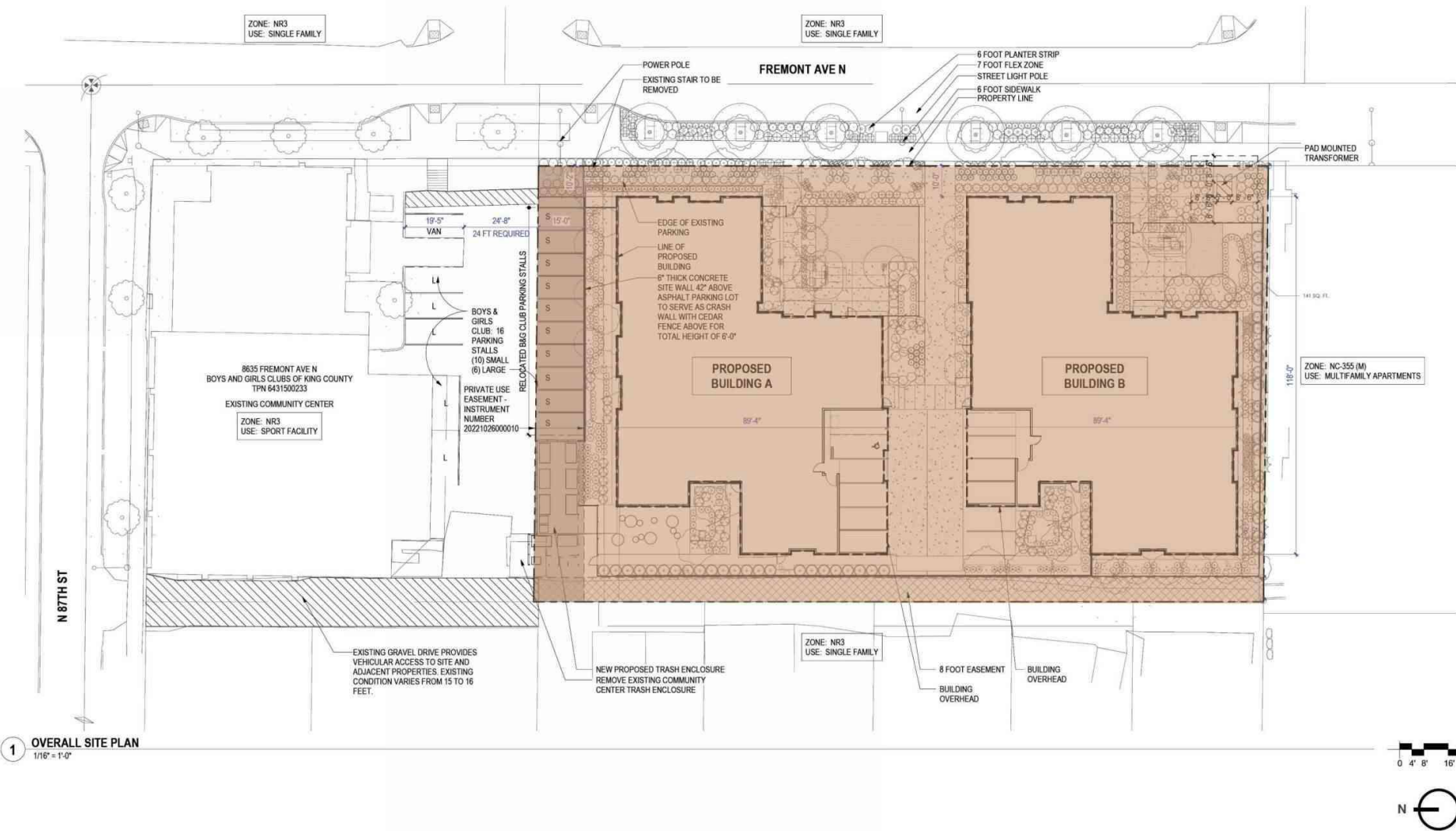


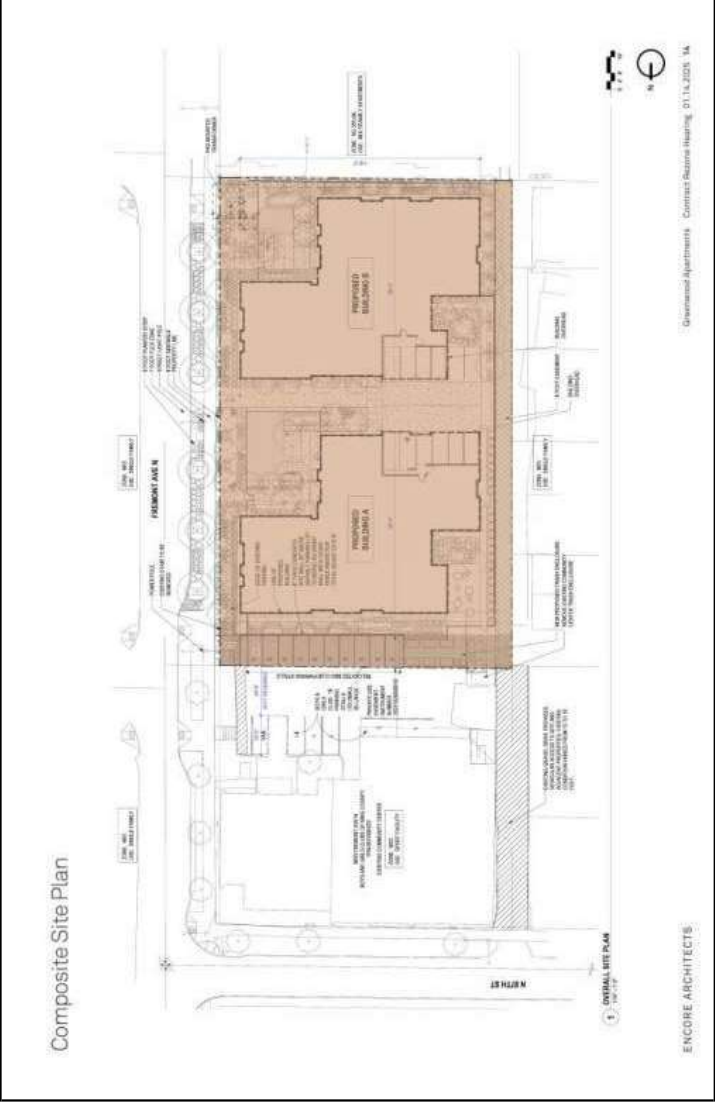
The top section show the exiting MC3-55 (M) of 55 feet and NR3 of 30 feet which is a difference 25 feet

In the lower section you can see how LR2 creates a transition in height between NC3-55 (M) and NR3

- 15' lower from NC3-55 (M)
- 10' higher than NR3

Composite Site Plan





- There are 2 easements on the project site
- On the west 8 foot private drive easement
 - Ane on the north is a use easement with B&G for parking and waste pick-up

Building Shift - "Front Yards"



➤ "FRONT YARD" OPEN SPACE ALONG FREMONT AVENUE NORTH



When we started the project, we look at the block pattern of the of Boys & Girls Club. We sited the building similarly by sifting the buildings which created “front yards”.

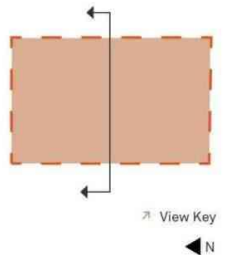
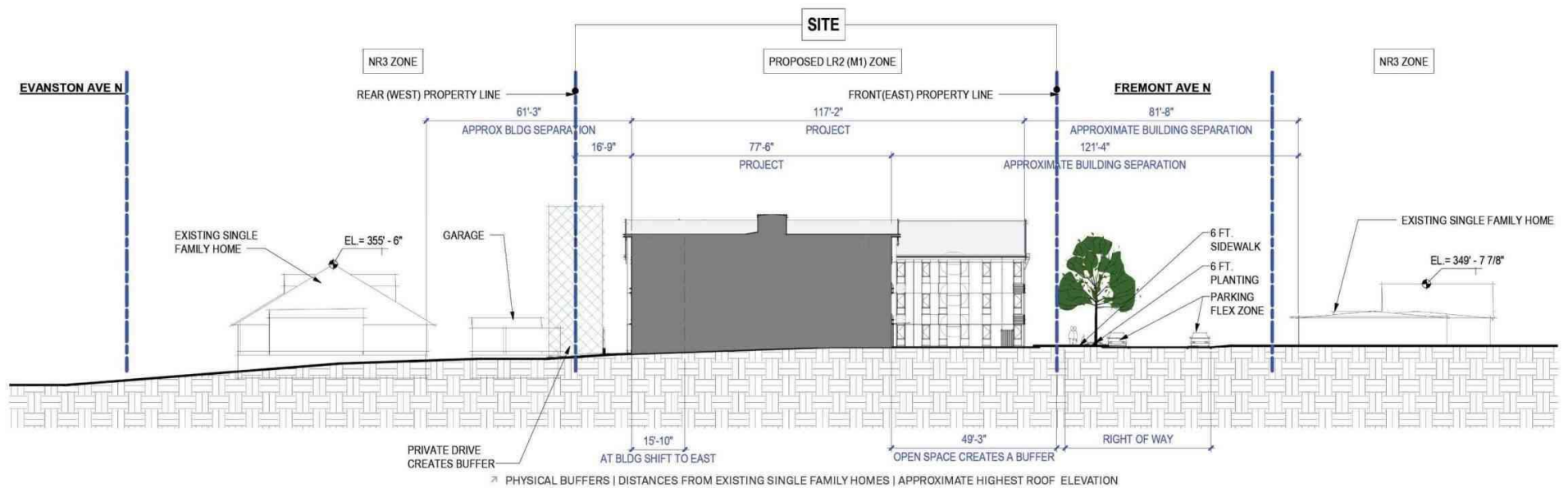
Proposed Site Plan - 53 units





- Drive access from Fremont Ave N – keeping existing street trees and street light
- 53 homes
 - 6 Studios (11%) | 27 1 Bed (51%) | 8 2 Bed (15%) | 12 3 Bed (23%)
 - 70% of the units or 37 units are @ 50% Area Median Income & 30% of the units or 16 units are @ 60% AMI.
- Tuck under parking for 11 vehicles not seen from the street
- Bike parking for 58 bikes

Physical Buffers | Distances from Existing Single Family Homes





➤ Fremont Ave N looking north



Building sitting and design is influence by the neighboring buildings

- “Front Yards” open space
- We used familiar gable forms seen on single family
- Shift in the buildings not only follows the block pattern
 - It also reduces the allowed 90-foot width to be perceived as 48 feet at the street
 - As mentioned before this also adds separation from adjacent neighbors
- Overall building height of 40 feet close to the maximum NR3 permitted height 35 feet for gabled roofs.

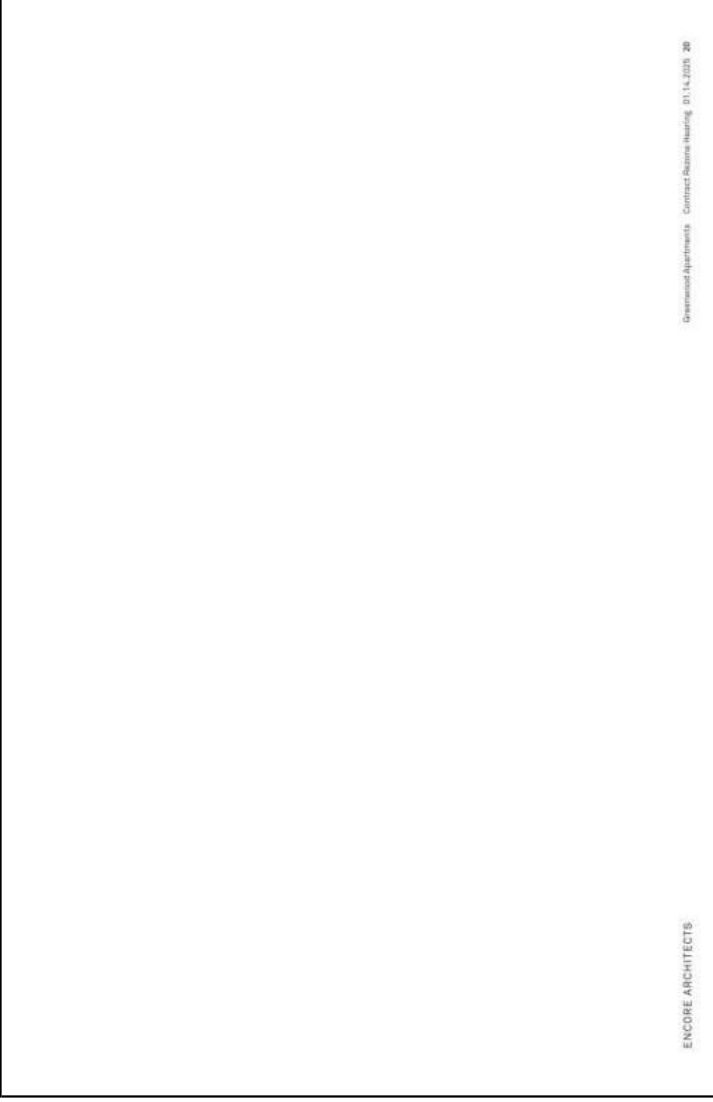


✎ Fremont Ave N looking south

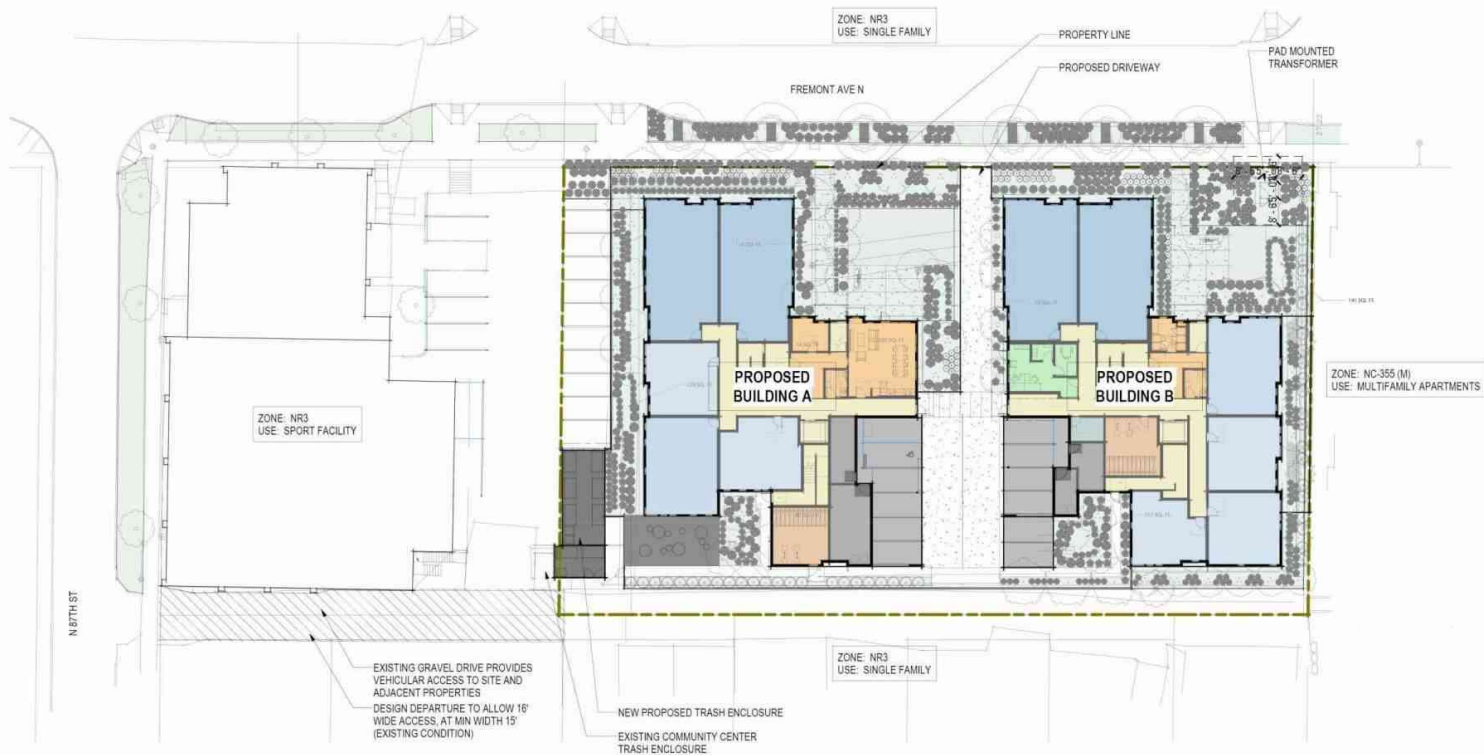


Here is another view looking south.

The property is a good candidate for Lowrise 2 (LR2) zoning because the roads, transit, schools, open space, commercial activity and utility services can support higher density development. LR2 (M1) would provide a needed transition between denser NC3-55 (M) development along N 85th Street and the single family zone. The 40-foot height limit of LR2 (M1) provides a stepping from 55 feet down to 30 - 35 feet of the MR zone. While we are nowhere near the allowed density of this zone, the floor area ratio makes LR2 (M1) a viable option compared to MR, RSL and LR1 zones. More importantly, there is a demonstrated need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing (a stated city priority).



Parking estimated 14 AM peak hour trips and 17 PM peak hour trips. For parking, the memorandum estimated a parking demand of 27 parking spaces for the proposed development, which would create a need for 16 parking spaces that could not be provided by the 11 parking spaces with the proposed development.



2 LEVEL 01 PLAN
1" = 20'-0"





53 homes

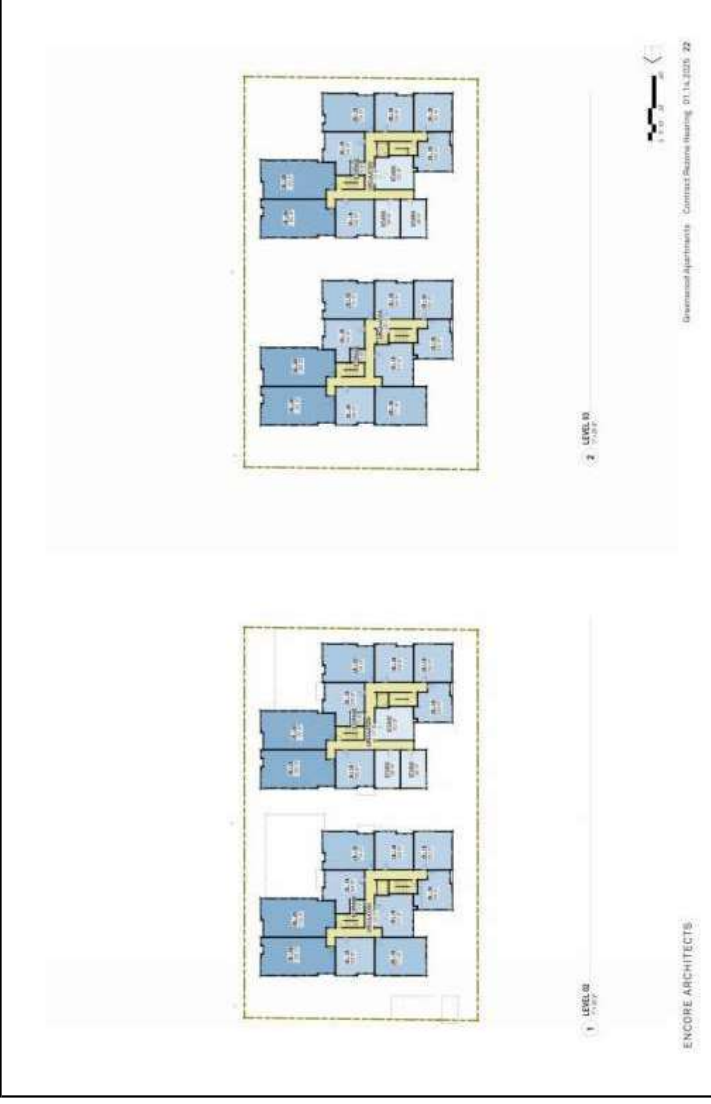
- 6 Studios (11%) | 27 1 Bed (51%) | 8 2 Bed (15%) | 12 3 Bed (23%)
- 70% of the units or 37 units are @ 50% Area Median Income & 30% of the units or 16 units are @ 60% AMI.
- Units are in blue with the darkest being the 3 Bed to the lightest being studios

Orange represents common area: Community room, common laundry, restroom, and bike parking

Green is the leasing office

Light grey is the tuck under parking & back of house rooms

Darker grey is the trash enclosures



Units stack above

CF-314491: Proposed PUDA condition

From Steve Gillespie <steve@mhseattle.com>

Date Mon 1/27/2025 9:47 AM

To Examiner, Hearing <Hearing.Examiner@seattle.gov>

Cc Johnson, Greg <Greg.Johnson@seattle.gov>; Blair Stone <blairs@encorearchitects.com>

CAUTION: External Email

Good morning, Ms. Examiner. The Applicant and SDCI (copied) have conferred and have reached agreement about a way to avoid potential conflict between the PUDA and whatever legislative rezoning Council may enact in the future. We propose that you recommend that Council approve this contract rezoning subject to the conditions set forth in the SDCI Director's Report, with a clause in the PUDA that reads as follows (the underscore is language added to the Director's original proposed condition).

Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU, provided that, should the City Council adopt legislation that implements a zoning designation for the site with higher development capacity than LR2, the Applicant may revise its proposal to fully conform with the later-adopted zoning designation.

Thank you,

Steve

Steve Gillespie
McCullough Hill PLLC
Direct: (206) 812-3385
Cell: (206) 446-6784
steve@mhseattle.com
www.mhseattle.com

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Thank you.

March 17, 2025

MEMORANDUM

To: Land Use Committee
From: Lish Whitson, Analyst
Subject: CF 314491 – 8601 Fremont Ave N – Blair Stone/Encore Architects Rezone

On March 17, the Land Use Committee (Committee) will receive a briefing and may make a recommendation to the City Council on [Clerk File 314491](#), which is an application by Blair Stone, Encore Architects, on behalf of Bellwether Housing (Applicant), to rezone the lot at 8601 Fremont Ave N (Council District 5) from Neighborhood Residential 3 (NR3) to Lowrise 2 with an (M1) Mandatory Housing Affordability suffix (LR2 (M1)). The rezone would facilitate the development of two residential buildings containing a total of 53 affordable housing units.

This memorandum (1) provides an overview of the rezone application and procedural posture; (2) describes the type of action for the purposes of Council decision-making; and (3) describes the actions the Committee may take to approve the rezone.

Overview of the Rezone Application and Procedural Posture

The Applicant applied for a rezone of a 34,654 square foot lot located mid-block on the west side of Fremont Avenue N between N 85th Street and N 87th Street. The site is located between the Denise Hunt Townhomes on the south and the Greenwood Boys and Girls Club on the north. Across Fremont Avenue N from the site are single-family houses. The site is located one block south of Greenwood Park.

The Applicant proposes to develop two three-story apartment buildings containing a total of 58 affordable units. Apartments would range in size from studio to three-bedroom, with 20 two and three-bedroom units. Of the 58 units, 70 percent would be affordable at or below 50 percent of the Area Median Income (AMI), and 30 percent would be affordable at or below 60 percent AMI. The Seattle Office of Housing has committed funding to this project.

On December 23, 2024, the Seattle Department of Construction and Inspections (SDCI) issued a recommendation to approve the rezone with conditions. The Seattle Hearing Examiner held an open record hearing on January 14, 2025, and issued a recommendation on January 29, 2025, to approve the rezone subject to conditions.

The Hearing Examiner's recommendation is to adopt the rezone contingent on the recording of a Property Use and Development Agreement (PUDA) against the title to the property containing the following conditions:

Prior to Issuance of a Master Use Permit

1. The rezone includes a Mandatory Housing Affordability designation of M1.
2. Development of the rezoned property shall be subject to the requirements of SMC 23.58B and/or 23.58C. The PUDA shall specify the payment and performance calculation amounts for purposes of applying Chapter 23.58B and/or 23.58C

Prior to Issuance of a Building Permit

3. Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU, provided that, should the City Council adopt legislation that implements a zoning designation for the site with higher development capacity than LR2, the Applicant may revise its proposal to fully conform with the later-adopted zoning designation.

These three conditions are routine for contract rezones, with one exception. Generally, a contract rezone ties a property to the zoning that is sought in the rezone application. The applicants for this rezone, however, have recognized that the Mayor's draft Phase 2 zoning changes released this past fall would rezone the subject property to Lowrise 3 and include the area within the boundaries of the Greenwood Urban Center. Lowrise 2 allows residential buildings up to 40 feet tall. Lowrise 3 zones in urban centers allow residential buildings up to 50 feet tall.

Under these conditions, if the Council were to decide to rezone the area as part of its implementation of the One Seattle Comprehensive Plan, Bellwether would be allowed to develop under that more intensive zoning. There is nothing to preclude the Council from including such a provision in its approval of a rezone.

Type of Action

A Council decision on the rezone application is quasi-judicial.¹ Quasi-judicial decisions are subject to the Appearance of Fairness Doctrine prohibiting ex-parte communication and are governed by the Council's [Quasi-Judicial Rules](#).²

The Council's decision must be made on the record established by the Hearing Examiner. The Hearing Examiner establishes the record at an open-record hearing. The record contains the substance of the testimony provided at the Hearing Examiner's open record hearing and the exhibits entered into the record at that hearing.

¹ Seattle Municipal Code (SMC) [Section 23.76.036](#).

² Adopted by Resolution 31602 (2015).

Audio recordings of the hearing can be accessed through the Hearing Examiner's website.³ Excerpts from the record, including a list of exhibits, the SDCI recommendation, and an analysis by the Applicant of how the proposed rezone meets the rezone criteria in Seattle Municipal Code Chapter 23.34 are contained in the Legistar record for CF 314491. All exhibits are available electronically upon request.

Committee Decision Documents and Next Steps

To approve a contract rezone, the Committee must make recommendations to the City Council on two pieces of legislation: (1) a Council Findings, Conclusions and Decision (FCD) that is added to the Clerk File and conditionally grants the rezone application, and (2) a bill amending the zoning map and accepting a Property Use and Development Agreement (PUDA) that has been recorded against the properties and contains conditions applicable to future development.

The Land Use Code requires that Council act on any rezone application that has not been appealed within 90 days of the Hearing Examiner's recommendation. Consequently, City Council action on the application should occur by April 29, 2025. Unless directed otherwise, I will develop draft documents to approve the rezone including a Council Bill and PUDA for consideration by the Committee at its next meeting on April 2.

cc: Ben Noble, Director
Yolanda Ho, Deputy Director

³ Case Details for HE File Number: [CF-314491](#).



SEATTLE CITY COUNCIL
CENTRAL STAFF

Clerk File 314491

Blair Stone/Encore Architects Rezone

8601 Fremont Avenue N

LISH WHITSON, LEGISLATIVE ANALYST

LAND USE COMMITTEE

MARCH 17, 2025

Type of Action






- Type IV – Quasi-Judicial decision
- Quasi-judicial rezones are subject to the Appearance of Fairness Doctrine prohibiting ex-parte communication
- Council decisions must be made based on the record established by the Seattle Hearing Examiner

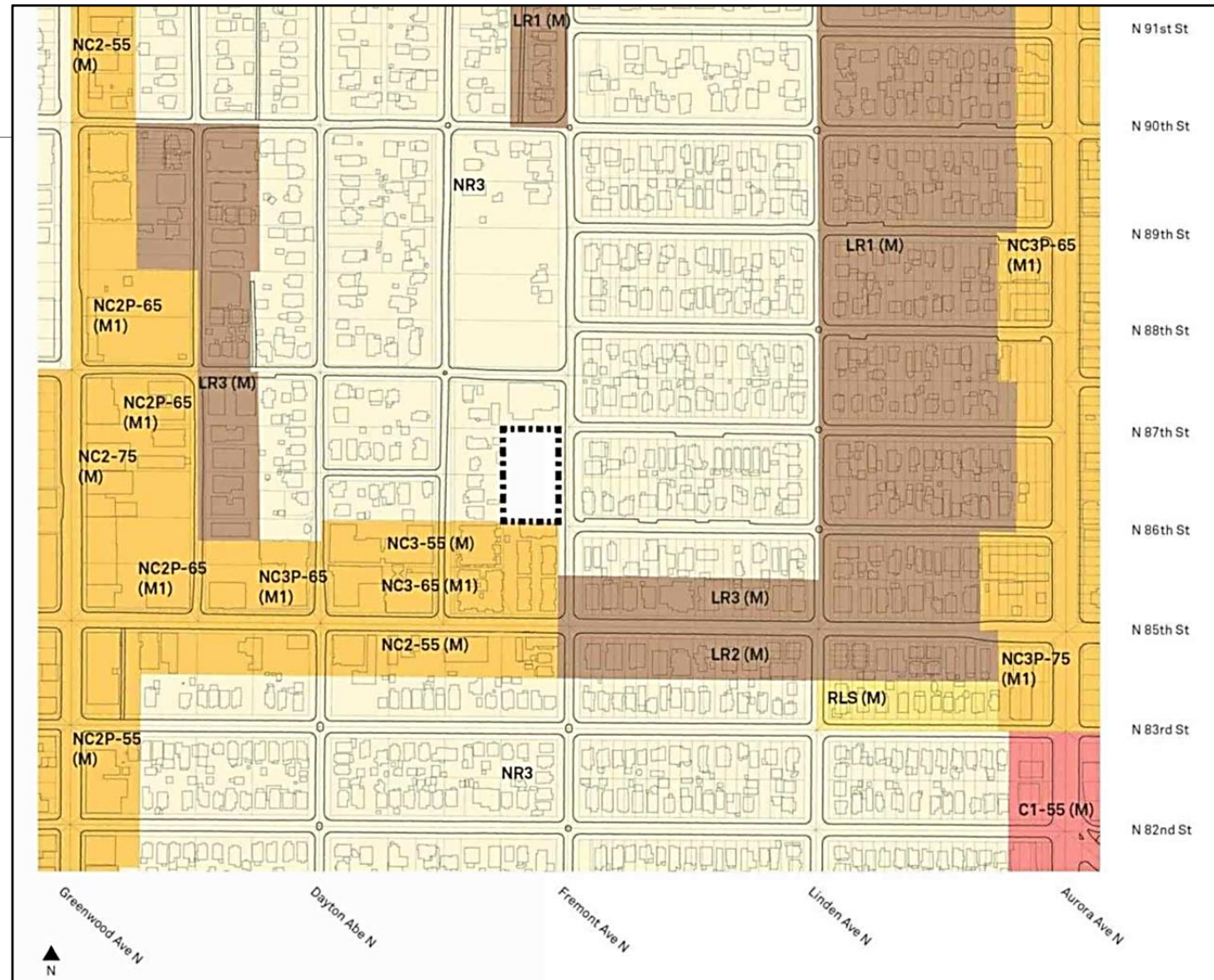
Application Details and Procedural Posture

Proposed rezone of a parcel from Neighborhood Residential 3 (NR3) to Lowrise Residential 2 with an (M1) mandatory housing affordability suffix (LR2 (M1)).

- Abuts the current boundaries of the Greenwood-Phinney Residential Urban Village, within the possible future boundaries of the center (Council District 5)
- Rezone area is approximately 34,654 square feet
- Mid-block playfield site purchased by Bellwether Housing from the Greenwood Boys and Girls Club for affordable housing development
- Seattle Hearing Examiner public hearing on January 14, 2025
- Hearing Examiner recommended approval with conditions on January 29, 2025

Zoning Context

Zoning Legend	
Single Family	
Residential Small Lot	
Lowrise Multi-Family	
Neighborhood Commercial	
Commercial	



Site



**GREENWOOD
PARK**

**GREENWOOD
BOYS AND GIRLS CLUB**

PROJECT SITE/ REZONE AREA

**DENISE HUNT
TOWNHOMES (LIHI)**

Proposed Development - View from NE



28 Fremont Ave N looking south

53 Units

Studios:	6 (11% of units)
1-Bedrooms:	27 (51%)
2-Bedrooms:	8 (15%)
3-Bedrooms:	12 (23%)

70% of the units @ 50% AMI

30% of the units @ 60% AMI

Parking

11 car parking spaces

58 bicycle parking spaces

Hearing Examiner Recommended Conditions

Prior to Issuance of a Master Use Permit

1. The rezone includes a Mandatory Housing Affordability designation of M1.
2. Development of the rezoned property shall be subject to the requirements of SMC 23.58B and/or 23.58C. The PUDA shall specify the payment and performance calculation amounts for purposes of applying Chapter 23.58B and/or 23.58C

Prior to Issuance of a Building Permit

3. Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3036119-LU, provided that, should the City Council adopt legislation that implements a zoning designation for the site with higher development capacity than LR2, the Applicant may revise its proposal to fully conform with the later-adopted zoning designation.

Questions?



Legislation Text

File #: CF 314511, **Version:** 1

Application of the University of Washington to prepare a new Major Institution Master Plan for the University of Washington Medical Center-Northwest Campus, located at 1550 N 115th Street (Project No. 3040282-LU; Type IV).

The Application Material is provide as an attachment.



UW MEDICAL CENTER - NORTHWEST CONCEPT PLAN

UW Medicine
UNIVERSITY OF WASHINGTON
MEDICAL CENTER

nbbj

MAJOR INSTITUTION MASTER PLAN APPLICATION

DECEMBER 20, 2022

252

COVER IMAGE SHOWS UWMC-NORTHWEST, A-WING

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The code required elements identified in SMC 23.69.032.C are provided on the following pages of this Concept Plan:

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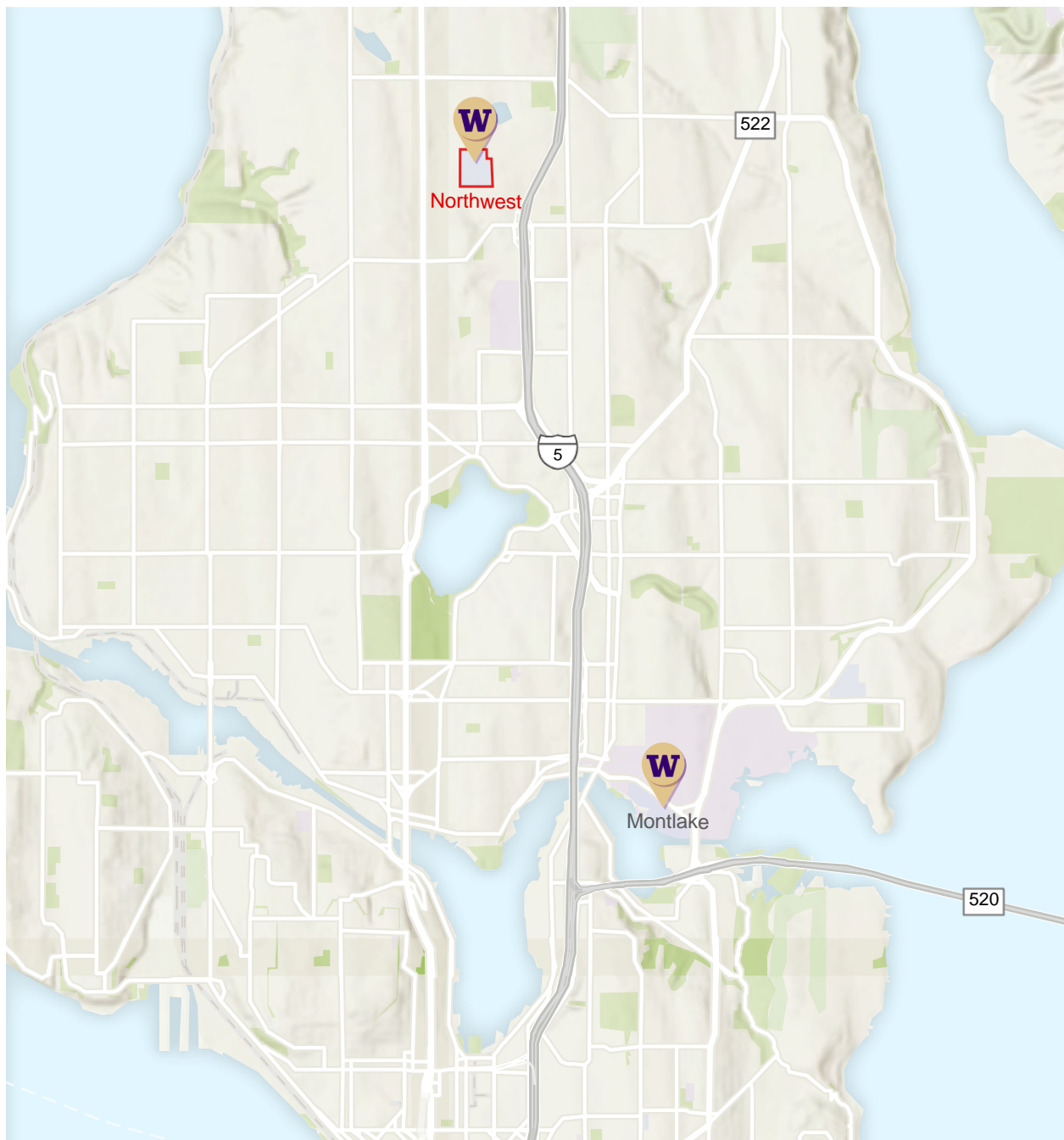


FIGURE 11 AREA MAP

UW Medical Center - Northwest & UW Medical Center - Montlake Locations in North Seattle

01

INTRODUCTION

UW MEDICAL CENTERS

The UW Medical Center (UWMC) has two medical center locations: the Montlake Campus and the Northwest Campus in North Seattle. The two UWMC Seattle campuses provide comprehensive healthcare services under a single hospital license. UWMC - Montlake is directly adjacent to the University and included within the UW's major institution overlay. The Montlake campus focuses on specialized, quaternary care which includes complex surgeries, experimental treatments and procedures.

UWMC - Northwest is a full-service medical center offering emergency care and a variety of inpatient and outpatient healthcare services. Patients from many communities across King and south Snohomish Counties come to UWMC - Northwest, with its easy access from Interstate-5 and Aurora Avenue North (Highway 99). 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 and Emergency services.

The UWMC - Northwest campus is the subject of this Concept Plan and the proposed Major Institution Master Plan (MIMP) update. Accommodating growth and redevelopment at UWMC - Northwest is critical to UW's mission of providing highly specialized healthcare for residents across the region and the state.

HISTORY OF UWMC - NORTHWEST

UWMC - Northwest first opened in 1960 as Northwest Hospital. The 33-acre campus experienced several phases of growth and building development. 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. This MIMP informed the design of the Behavioral Health Teaching Facility (BHTF) which is currently under construction. When the BHTF is completed in 2024, the UWMC - Northwest campus will provide approximately 738,000 total gross square feet (GSF) in 10 buildings, plus 1,618 parking stalls, including one parking structure. Approximately 29,000 GSF of additional development capacity remains under the current MIMP.

A new MIMP is needed to replace the 30-year old document and guide future redevelopment of the UWMC - Northwest campus. The proposed 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.



FIGURE 1.2 UWMC NORTHWEST CAMPUS, LOOKING NORTHWEST

02

UWMC - NORTHWEST CAMPUS NEEDS & MIMP GOALS

CAMPUS NEEDS

UWMC - Northwest needs to develop more space on its campus. There are several factors that create the demand for redevelopment:

- Regional population growth;
- Localized population growth and aging population changes specifically in the UWMC - Northwest service area;
- Programmatic needs for an academic medical center and anticipated increased demand for several healthcare services provided at UWMC;
- Older campus facilities requiring significant investment to maintain; and
- Existing low density hospital development creates long distances for operational efficiencies and sprawled program distribution across the campus.

Any one of these conditions would influence campus needs and operations. Together, these issues significantly impact how the UWMC - Northwest campus must change to continue to provide healthcare services in the future.

Regional Population Growth

The Puget Sound region's population has grown significantly since the last UWMC - Northwest MIMP was approved. By 2050, the Puget Sound Regional Council has projected that the region will grow by more than 1.5 million people. Local demographics directly correlates 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.

UWMC - Northwest Service Area Population Growth & Aging

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. The demand for healthcare is growing with our region's projected population increase and the need for chronic disease management as well as primary, preventative and select specialty care will need to be expanded at UWMC - Northwest to continue to serve the community.

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

Inpatient hospital care within the service area of UWMC - Northwest is estimated to double over the next 20 years. From 2023 to 2043, inpatient volumes are anticipated to grow by 103% through a mix of organic (53%) and strategic growth (50%). Outpatient clinical care is estimated to grow by 45% 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.



FIGURE 2.1 PROJECTED INPATIENT GROWTH



FIGURE 2.2 PROJECTED OUTPATIENT GROWTH

According to SG2, a national healthcare services consultant, several inpatient and outpatient service lines provided at UWMC - Northwest are projected to grow and require additional space in the hospital and/or ambulatory clinics:

- Behavioral health
- Cancer care
- Cardiology
- Neurosciences
- Spine
- Surgery

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 those listed above. Northwest campus growth is key to providing capacity for UWMC highly specialized care for the region and state.

As part of the University's academic medical center, 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.

Replace (or Renovate) Older Campus Facilities

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. The UWMC - Northwest campus needs to grow and modernize the care environment to increase capacity and support teaching needs at this location.

Aging infrastructure should be replaced to meet current codes, best practices and improve energy efficiency. Solutions may include development of a central utility plant (or multiple smaller structures) to improve campus operations and comply with the University's sustainable practices. Seismic resilience of the older structures will also be addressed with new developments to ensure the hospital can maintain patient care and operations after a significant seismic event.

Increase Development Density and Functional Efficiencies

The older, northern half of the campus is dominated by 1-story buildings that spread out healthcare functions and increase walking 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. All UWMC - Northwest hospital areas will need to grow to respond to the projected population growth and corresponding increase in healthcare demands.

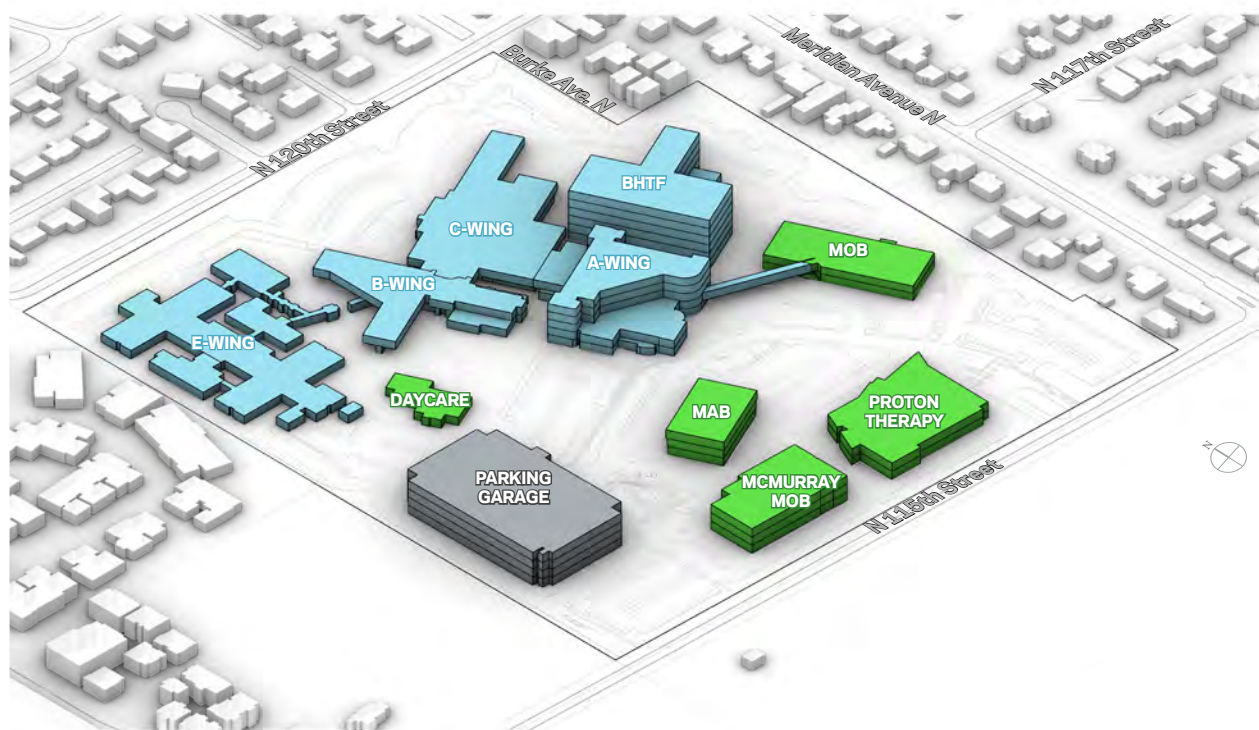


FIGURE 2.3 UWMC - NORTHWEST CAMPUS BUILDINGS BY PROGRAM

LEGEND - Primary Service

	Hospital
	Clinic / Support
	Parking Garage

Existing Building	Number of Levels	Building Height
Hospital		
A-Wing	5	72 feet
B-Wing	1	12 feet
C-Wing	2	12-15 feet
Behavioral Health Teaching Facility (BHTF)	6	87 feet
E-Wing	1	12 feet
Medical Office Building (MOB)	3	44 feet
Medical Arts Building (MAB)	3	42 feet
McMurray Medical Office Building	3	45 feet
Fred Hutchinson Proton Therapy	2	36 feet
Daycare Center	1	12 feet
Parking Garage	4	41 feet

TABLE 2.1 UWMC - NORTHWEST CAMPUS BUILDING HEIGHTS

Number of levels represents above grade floors with services provided. Existing building height is noted from average adjacent grade to top of primary roof in this diagram. Building height is referenced from descriptions in the 1991 MIMP and/or Google Earth.

GOALS OF THE MIMP

The new UWMC - Northwest MIMP will identify a long-term phased development plan that will achieve the following development goals:

- 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.

As UW Medicine continues to be a national leader in transforming patient care and medical services, the facilities must also reflect this commitment to excellence. The MIMP process allows Seattle institutions to work with City departments and the community at large to understand and plan for growth. UWMC leadership seeks to continue its partnership with the City of Seattle and the immediate neighborhoods to define a 20-year plan that can prove mutually beneficial as it grows the UWMC - Northwest campus to 1.6 million square feet of development to accommodate the increased demand for academic medical center healthcare services.



FIGURE 2.4 BEHAVIORAL HEALTH TEACHING FACILITY (RENDERING)

03

CAMPUS CONTEXT & MAJOR INSTITUTION OVERLAY

The UWMC - Northwest campus is located in the Northgate and Haller Lake neighborhoods of North Seattle and within the northwest limits of the area guided by the Northgate Neighborhood Design Guidelines. The urban development surrounding Northgate Station, including the light rail station, continues along N Northgate Way – where gas stations, fast food and small retail stores dominate, plus 3-4 story office buildings and a hotel. The campus is accessed from Meridian Avenue N and N 115th Street; the mix of retail and offices becomes multi-family housing and a proposed City of Seattle fire station. The immediate campus context thus transitions from more urban to primarily residential uses, as well as the Bikur Cholim Cemetery and Evergreen Washelli Cemetery, which are immediately adjacent to the UWMC - Northwest campus.

The site has been designated as a major institution overlay (MIO) for several decades. **No MIO boundary changes are proposed in this MIMP update.** The UWMC - Northwest campus limits and zoning boundaries will remain the same. The property's underlying zoning is defined as multi-family residential, Lowrise 2 (LR2). Several adjacent properties share the multi-family residential designations of LR2 and Lowrise 3 (LR3); some of the neighboring parcels to the east are zoned as neighborhood residential (NR2) as illustrated in Figures 3.1 and 3.2.

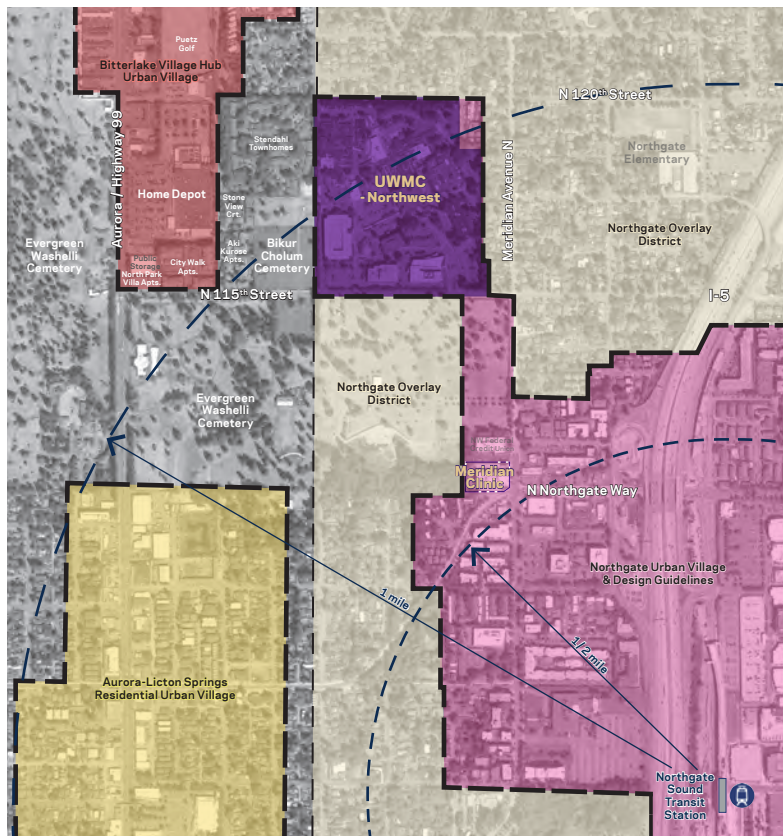


FIGURE 3.1 NEIGHBORHOOD CONTEXT & MIO BOUNDARY

LEGEND

- NORTHGATE OVERLAY DISTRICT (23.71)
OVERLAY PRECEDES UNDERLYING ZONING (LOWRISE-2)
- MAJOR INSTITUTION OVERLAY
- NORTHGATE URBAN VILLAGE
- BITTERLAKE VILLAGE HUB URBAN VILLAGE
- AURORA-LICTON SPRINGS RESIDENTIAL URBAN VILLAGE
- AERIAL DISTANCE FROM LIGHT RAIL STATION (APPROX. 1.2 MILE WALK)

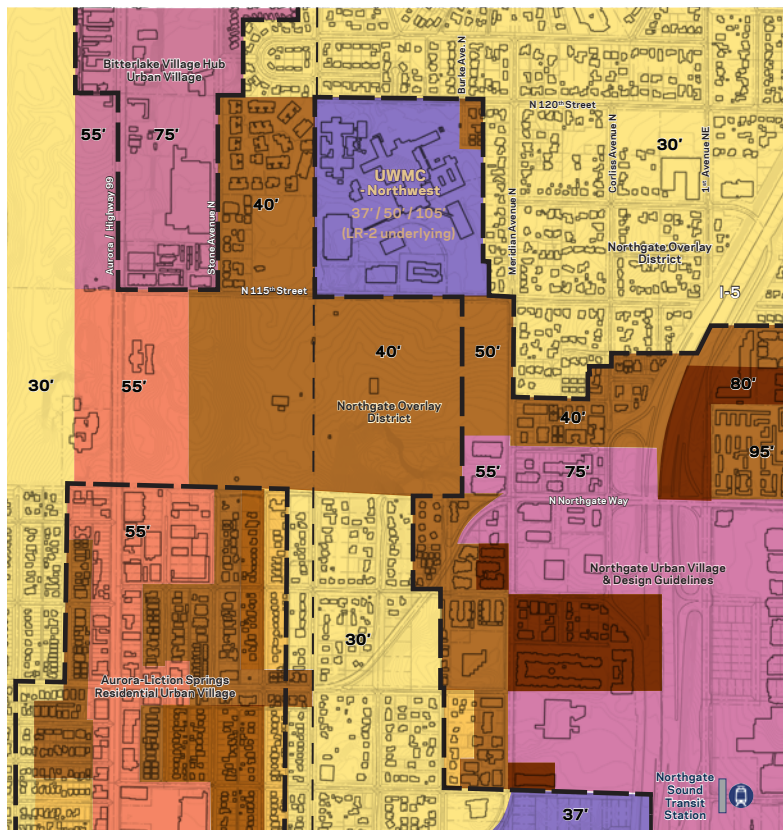
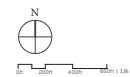


FIGURE 3.2 NEIGHBORHOOD ZONING

LEGEND

- MAJOR INSTITUTION OVERLAY (MIO)
- NEIGHBORHOOD RESIDENTIAL (NR2, NR3)
- NEIGHBORHOOD RESIDENTIAL (RSL)
- MULTI-FAMILY RESIDENTIAL (LR1, LR2, LR3)
- MULTI-FAMILY RESIDENTIAL (MR)
- COMMERCIAL (C1)
- NEIGHBORHOOD COMMERCIAL (NC2, NC3)



EXISTING DEVELOPMENT

The UWMC - Northwest campus currently consists of ten buildings connected by vehicular driveways and sidewalks with a mix of surface and structured parking. Existing buildings range from one to six stories in height and many were originally constructed in the 1960s, with several renovations; see Figure 3.3.

The existing facilities are mostly separate structures, with the exception of the multiple wings of the hospital complex (A-Wing, B/C-Wings and the BHTF). A skybridge connects the Medical Office Building to A-Wing. Two buildings located on the south side of campus are owned by private parties, on land leased from the UW; those structures are not proposed to be redeveloped although the parcels are included in the MIO and therefore the MIMP. Total existing campus development is itemized by building in Table 3.1.



FIGURE 3.3 EXISTING CAMPUS BUILDINGS

TABLE 3.1: EXISTING CAMPUS DEVELOPMENT

Existing Building	Building Area (GSF)
Hospital	503,700
A-Wing	128,314
B-Wing	92,624
C-Wing	39,508
Behavioral Health Teaching Facility (BHTF)	188,846
E-Wing	54,408
Medical Office Building	70,202
Medical Arts Building	38,121
McMurray Medical Office Building	63,909
Fred Hutchinson Proton Therapy	57,000
Daycare Center	5,611
Total Existing Building Area	738,543

Access to the campus is achieved from either Meridian Avenue N or Highway 99, with two existing driveway entries provided on N 115th Street. The larger, east entry provides public access for all users, including Metro Transit, patients, visitors, emergency and service vehicles. The west N 115th Street entry is keycard-controlled and primarily for staff, although some regular delivery drivers have access. A third, locked entry is available on N 120th Street at the northwest corner of the site, near the intersection with Ashworth Avenue N and Stendall Place N. This gate remains locked for all but is occasionally used for construction, maintenance or emergency access. MIMP development proposes adding a third driveway on N 115th Street and an internal campus loop road to improve circulation for all users.

Overall, the UWMC - Northwest campus character can be described as an eclectic assortment of buildings sited within pockets of Pacific Northwest landscape areas and surface parking lots. A few small outdoor spaces provide casual seating, with often disconnected walkways, interrupted by the parking lots or most recently, temporary construction detours. The character of each boundary edge varies:

▪ The “front door” along N 115th Street offers visual and physical connections, providing pedestrian and vehicular access on this local arterial. An existing sidewalk system with adjacent landscapes and several mature trees are planted along a low, grassy berm (approximately 3-5’ in height per the 1991 MIMP conditions of approval). This frontage is partially fenced, with large openings at both driveways and a pedestrian entry at approximately midblock, near the McMurray Office Building. Views from the campus, across N 115th Street are limited to the northern, planted edge of Evergreen Washelli Cemetery.

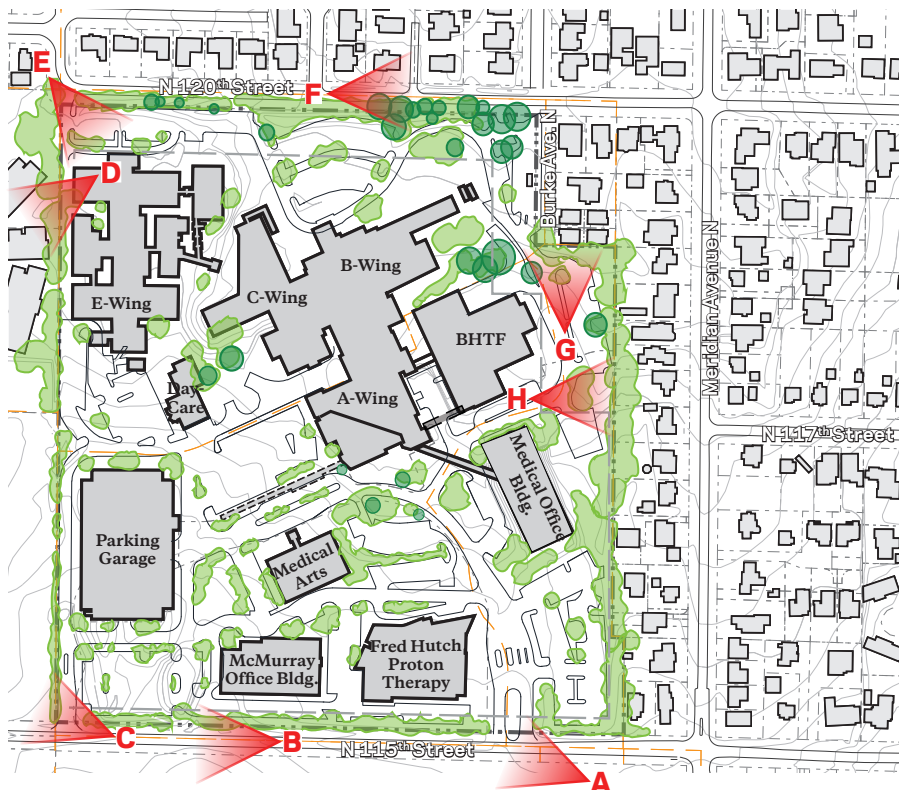
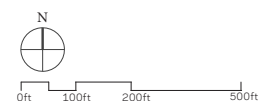


FIGURE 3.4 CAMPUS IMAGE KEY MAP



- The entire western edge is fenced with low shrub plantings and trees on UWMC and/or neighboring properties. There is limited visibility and no physical connections between the campus and its neighbors- the Bikur Cholim Cemetery or the Stendall Place condominium development.



FIG C: WEST ENTRY ON N 115TH STREET



FIG D: FENCE NEAR RESIDENTIAL EDGE



FIG E: OPEN FENCE ON NORTHERN EDGE



FIG F: SIGNIFICANT TREE BUFFER

- An open metal fence marks the entire north boundary of the campus along N 120th Street and Burke Avenue N. Significant plantings of mature trees buffer the neighborhood from the campus and new street improvements will add a sidewalk on N 120th Street and additional street trees on both streets upon completion of the BHTF construction project. Visibility through the plantings is intermittent, with two pedestrian access gates providing connections. Views from the campus, across N 120th Street are of a single family residential neighborhood.

- The eastern edge of the campus is fenced and continues significant plantings of mature trees and/or shrubs behind the residential backyards. There is limited visibility and no physical connections between the campus and these neighbors.



FIG G: RESIDENTIAL EDGE NEAR PARKING LOT D



FIG H: SIGNIFICANT TREES ON EASTERN EDGE

UWMC LEASES

In addition to the UWMC - Northwest campus, UW Medicine currently leases several spaces outside the MIO in the Northgate neighborhood, including the Meridian Pavilion approximately one half mile south. Outpatient clinical care is provided at several suites on upper levels of the building. This location (11011 Meridian Avenue N) lies within 2,500 feet of the overlay boundary, which is deemed relevant in Seattle Land Use Code (23.69.022). Note however, the MIMP update does not propose any changes to these leased facilities or other neighborhood locations beyond that distance.

EXISTING DEVELOPMENT STANDARDS PER THE 1991 MIMP AND UNDERLYING ZONING

Development is limited by building height and setbacks from MIO boundaries. The existing MIMP defines three height overlay areas of 105', 50' and 37', as shown in Figure 3.5. Taller heights are concentrated in the middle and south portions of the campus. The northern portion bears the most restrictive height limit. For comparison purposes, the site's underlying LR-2 typical building height limit is 40' for multi-family residential uses.

Setbacks limit where buildings can be constructed, at a specified distance from a property edge; other uses can occur within a setback, such as surface parking, landscaped areas, driveways or underground development. The 1991 MIMP defined varied building setbacks on each edge of the UWMC - Northwest campus as illustrated in Figure 3.6. The majority of the site bears a 30' or 40' setback however, the N 120th Street frontage and the northeast corner of the site have significantly greater setbacks designated at 120' and 180', respectively. For comparison purposes, the campus' underlying LR-2 zoning defines a front setback requirement at 10' average (minimum 5' and maximum 20') and sideyard setbacks at 10' minimum when abutting residential parcels. Under the LR-2 zoning conditions, all edges of the campus could theoretically locate development only 10' from parcel edges.

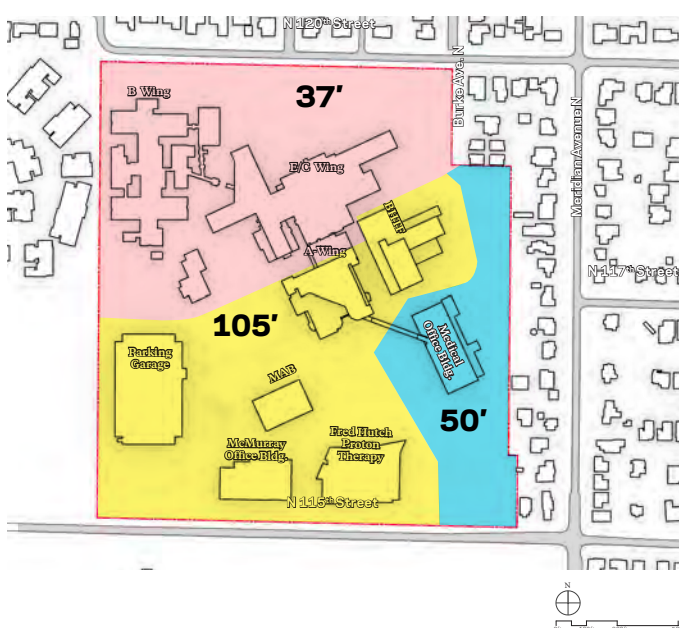


FIGURE 3.5 EXISTING HEIGHT LIMITS PER 1991 MIMP



FIGURE 3.6 SETBACK DIAGRAM PER 1991 MIMP

04 PROPOSED CAMPUS 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.

It is imperative that UWMC - Northwest continues to provide excellent healthcare services throughout construction and redevelopment. This means that replacement buildings may be built for existing functions to relocate before demolition of older structures can take place. Some smaller renovation projects may need to occur in order to facilitate larger ones. In general, development will occur in phases, as limited by funding availability and determined by near-term needs. This MIMP update proposes that UWMC - Northwest campus development will grow from approximately 738,000 gross square feet (GSF) up to **1.6 million GSF** over the course of 20 years.

PROPOSED USES

The primary use of the UWMC - Northwest campus is a Medical Center, but all other uses that are determined by the University to be necessary to fulfill the mission of the UW Medical Center are permitted. The mix of uses proposed for the UWMC - Northwest campus are consistent with the current campus and the City of Seattle's definition of a medical center, as they will relate to and support teaching hospital and clinics, labs, classrooms, faculty and administrative offices, faculty/staff/student services, transportation, open space, food services, childcare and facilities supporting the utilities and plant maintenance functions.

Example uses could be the following type of infrastructure and growth and/or replacement of medical center functions:

- Hospital: Expansion will provide increased capacity for the Emergency Department, operating rooms (ORs), diagnostic and treatment areas and modern, single occupancy patient rooms in an academic medical care setting. Over time, expansion of the Medical Center would eventually allow the decanting and demolition of older hospital structures.
- Support: Clinic or medical office buildings (MOBs) would help accommodate UWMC needs for ambulatory clinics and medical offices. Other support functions may include administrative office needs and a replacement childcare building in a colocated facility, or as separate structures. Potential support building(s) might provide offices, facilities support or workspace for the hospital, including the potential for training facilities for UWMC residents and staff. Any daycare space would entail outdoor play areas for the children in an enclosed, secure playground at grade, or as part of a safe rooftop amenity space.
- Infrastructure: Campus buildings currently operate separate building systems which is inefficient and costly. A new central utility plant (CUP) or multiple decentralized plants would replace aging equipment and provide much needed emergency generator capacity. The CUP would be sited and sized to support long-term campus growth, improving the energy efficiency and operating costs of UWMC - Northwest.
- Potential Demolition: The MIMP anticipates several buildings will remain in their current configuration, with on-going maintenance. Figure 4.1 illustrates these buildings, including the two landleased facilities. The figure also indicates older structures that may be demolished during implementation of the MIMP. Potential development sites for the proposed building projects could be located anywhere on the campus, exclusive of proposed setback areas.

As listed in Table 4.1, one or more existing buildings may be demolished: 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 to 301,000 GSF from the campus.

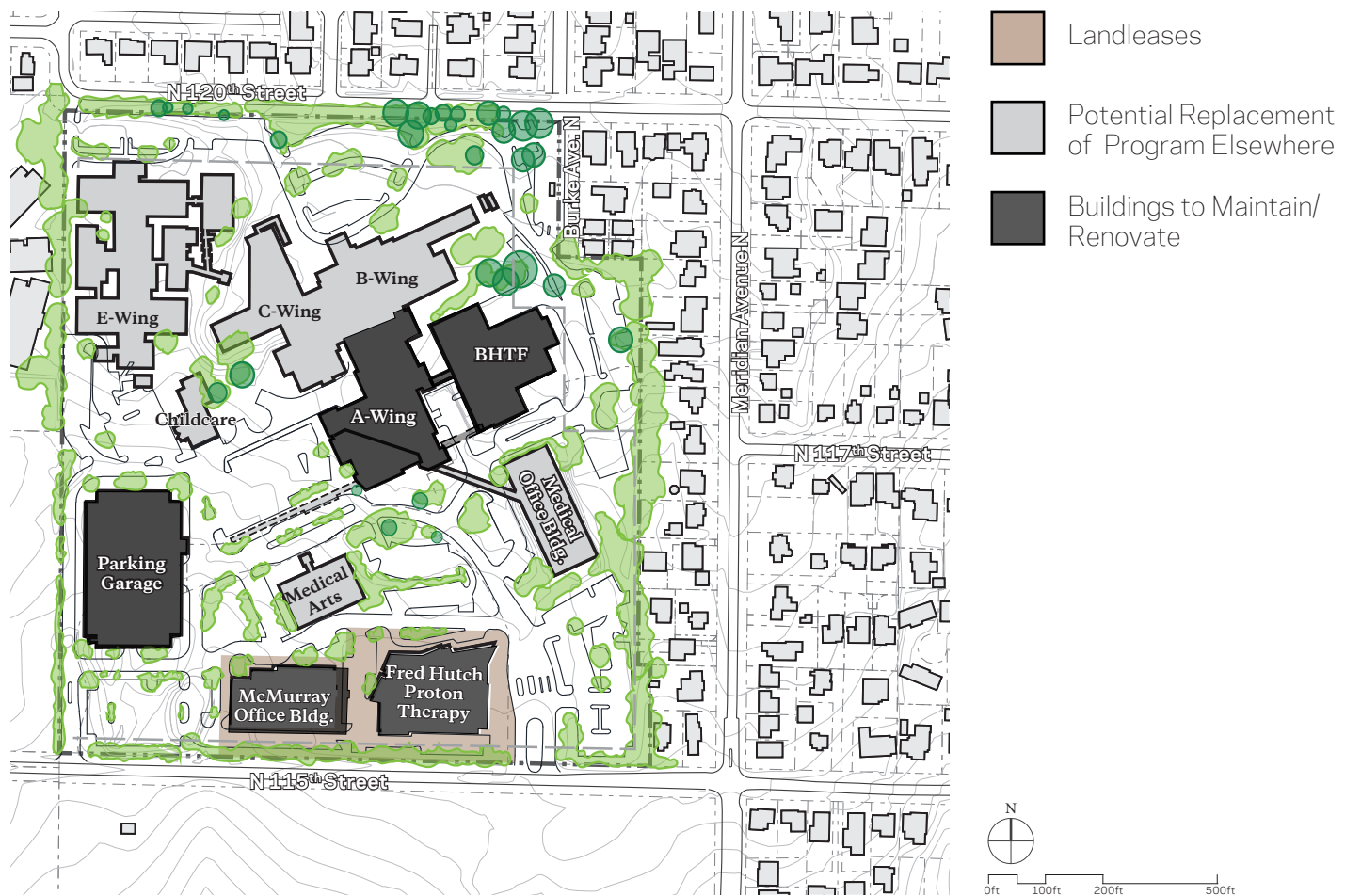


FIGURE 4.1 MIMP BUILDING FORECAST DIAGRAM

Existing Building	Number of Stories	Building Area (GSF)
B-Wing	1 story	92,624
C-Wing	1 story	39,508
E-Wing	1 story	54,408
Medical Office Building	2 story + basement	70,202
Medical Arts Building	3 stories	38,121
Daycare Center	1 story	5,611
Potential Existing Building Area for Demolition:		300,474

TABLE 4.1 POTENTIAL DEMOLITION

- **Planned Parking and Access:** Construction of new patient care buildings increases the number of parking stalls required on-campus. On the UWMC - Northwest campus, new construction would also remove existing stalls, since the available land to build is currently in use as surface parking lots. Parking development will therefore need to replace and grow the number of stalls on-campus.

Additional parking may be built as an expansion of the existing parking structure and/or a standalone parking structure(s) on the south side of campus. 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 (EV) charging stations to UWMC - Northwest. [Note: parking structures and basement levels are excluded from area calculations and MIMP limits to development and are therefore represented as total stalls instead of GSF.]

As new projects are developed, UWMC - Northwest would improve site circulation and internal connectivity, particularly routes to the Emergency Department (ED) 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.

The campus loop road would continue to develop with adjacent projects until the whole campus benefits from an easy, completed circulation path. Each phase of development would ensure safe, clear campus circulation throughout the incremental development of the loop road. Adjacent site areas would be considered for surface parking areas and new landscaped open spaces. Additional circulation improvements anticipated for the campus are described in the next chapter.

DECENTRALIZATION

Seattle's major institutions are often asked if campus functions could be decentralized, with many smaller developments instead of one larger development. The uses proposed for UWMC - Northwest are intentionally collocated at the campus, providing both inpatient and outpatient uses. The campus supports the UWMC - Montlake campus. Provision of healthcare services cannot be further decentralized.

ALTERNATIVES

This amount of development needed to meet the growth projections will require an increase to the existing height limits and a reduction in the existing setbacks than what is defined in the existing MIMP. Without increased height and setback adjustments, capacity at the UWMC - Northwest campus is severely limited and UW Medicine cannot meet its share of the region's rapidly growing healthcare demands.

Development standards that allow for taller buildings provide opportunities for smaller footprints, enabling the preservation of outdoor open space, integration of mature vegetation and a public realm that provides comfortable circulation routes for all modes of transport. The distribution of taller buildings will be concentrated in the core of campus with direct connection to the primary medical facility, the A-Wing. Lower height structures such as medical office and/or support buildings, parking structures and central utility plant(s) would be located closer to the perimeter of the site, to reduce the scale of development in closer proximity to the adjacent residential development.

Two alternatives have been defined for consideration and discussion with City staff and the Development Advisory Committee (DAC). Both options would allow the campus to develop up to 1.6 million square feet, with building heights up to 175' (200' MIO conditioned down to 175').

The proposed MIMP will be subject to the State Environmental Policy Act (SEPA) for review of potential impacts and an environmental impact statement (EIS) will be prepared. SEPA requires comparison to a "No Action" alternative that would not preclude construction on-site, but it would limit UWMC - Northwest to renovation and/or replacement structures in comparison to the MIMP alternatives. UWMC would have to consider with each option if and how healthcare services would continue through all phases of development.

■ ALTERNATIVE 1

Alternative 1 simplifies the proposed height overlays and setback areas to maintain development flexibility while preserving existing tree buffers along campus edges. Two height overlays of 65' and 175' are proposed: where abutting parcels are developed as residential uses, the MIMP defines a lower height of 65'. The remainder of the site would be zoned at MIO 200' conditioned down to 175'.

Building setbacks would also be assigned based on condition: 30' where parcel edges abut rights of way (N 115th Street, N 120th Street and Burke Avenue N) and 40' where parcel edges abut adjacent properties. These dimensions protect the majority of the existing tree canopy and allow UWMC - Northwest to consider different phasing options that respond to community needs and facility replacement over time.

■ ALTERNATIVE 2

Alternative 2 restricts where the tallest heights can be built by creating additional height overlay areas and reducing the building setbacks. The combination achieves the necessary development flexibility for potential campus development. Three height overlays of 65', 105' and 175' are proposed. As illustrated in Figure 4.5, the 65' zone would be overlaid on the north/northwest and eastern edges to step down height toward adjacent residential neighbors. The existing 105' height overlay would be preserved in the southwest corner of the site and the center of the site would be designated at MIO 200' conditioned down to 175'.

Building setbacks would again be assigned based on condition: 20' where parcel edges abut rights of way (N 115th Street, N 120th Street and Burke Avenue N) and 30' where parcel edges abut adjacent properties.

Alternative 1

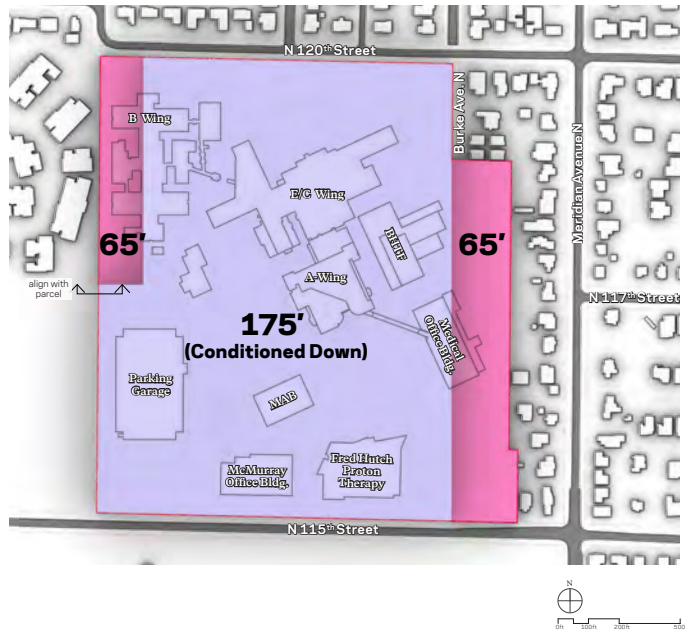


FIGURE 4.2 ALTERNATIVE 1 HEIGHT DIAGRAM

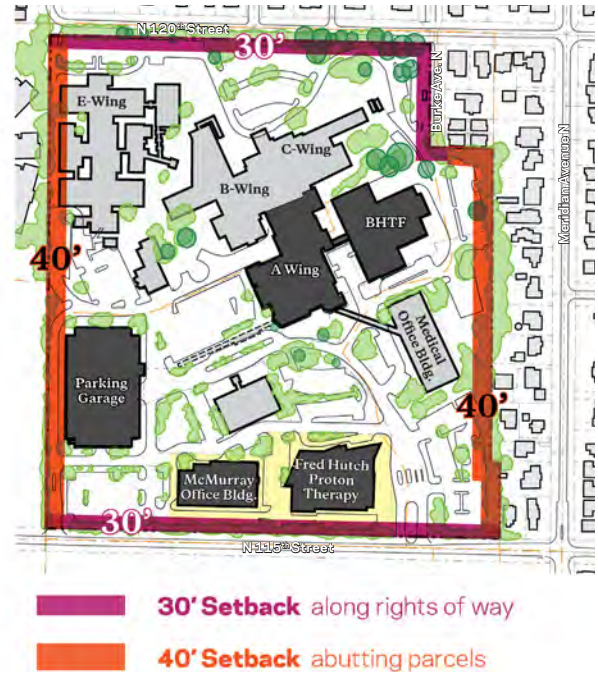


FIGURE 4.3 ALTERNATIVE 1 SETBACK DIAGRAM

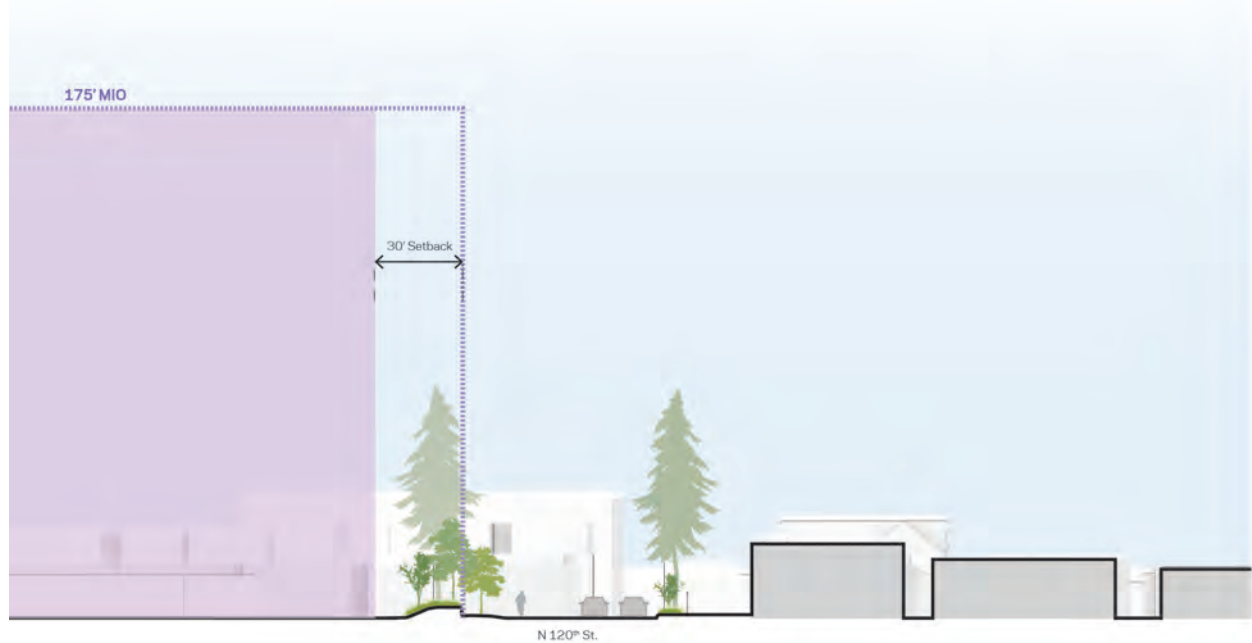


FIGURE 4.4 ALTERNATIVE 1 HEIGHT & SETBACK SECTION AT N 120TH ST CAMPUS EDGE

Alternative 2

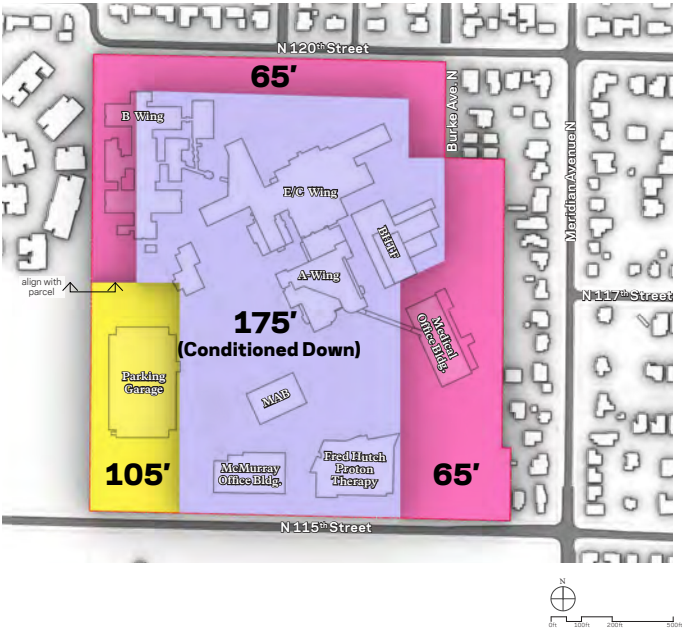


FIGURE 4.5 ALTERNATIVE 2 HEIGHT DIAGRAM

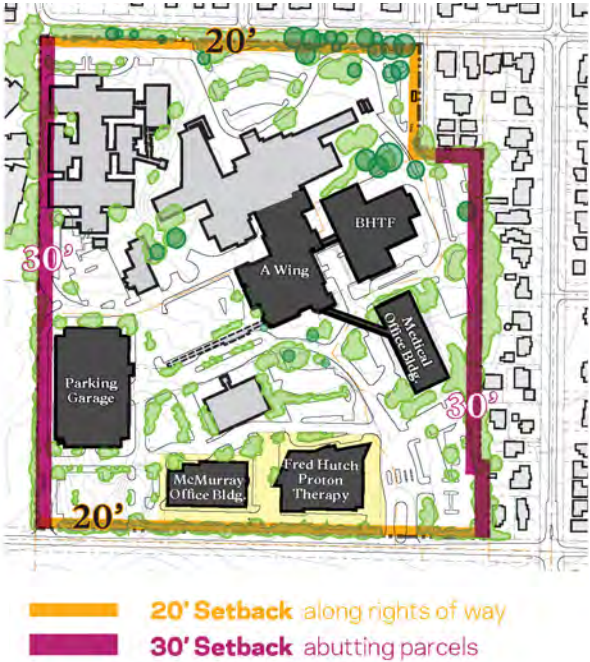


FIGURE 4.6 ALTERNATIVE 2 SETBACK DIAGRAM

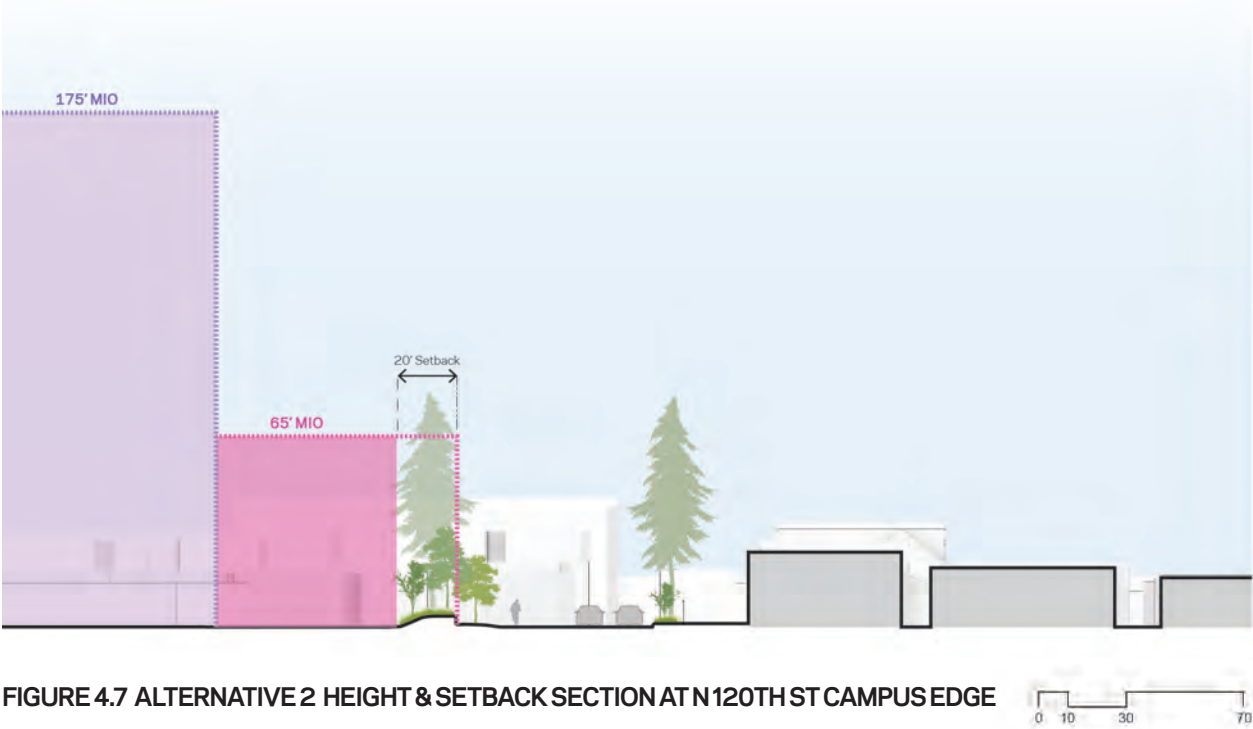


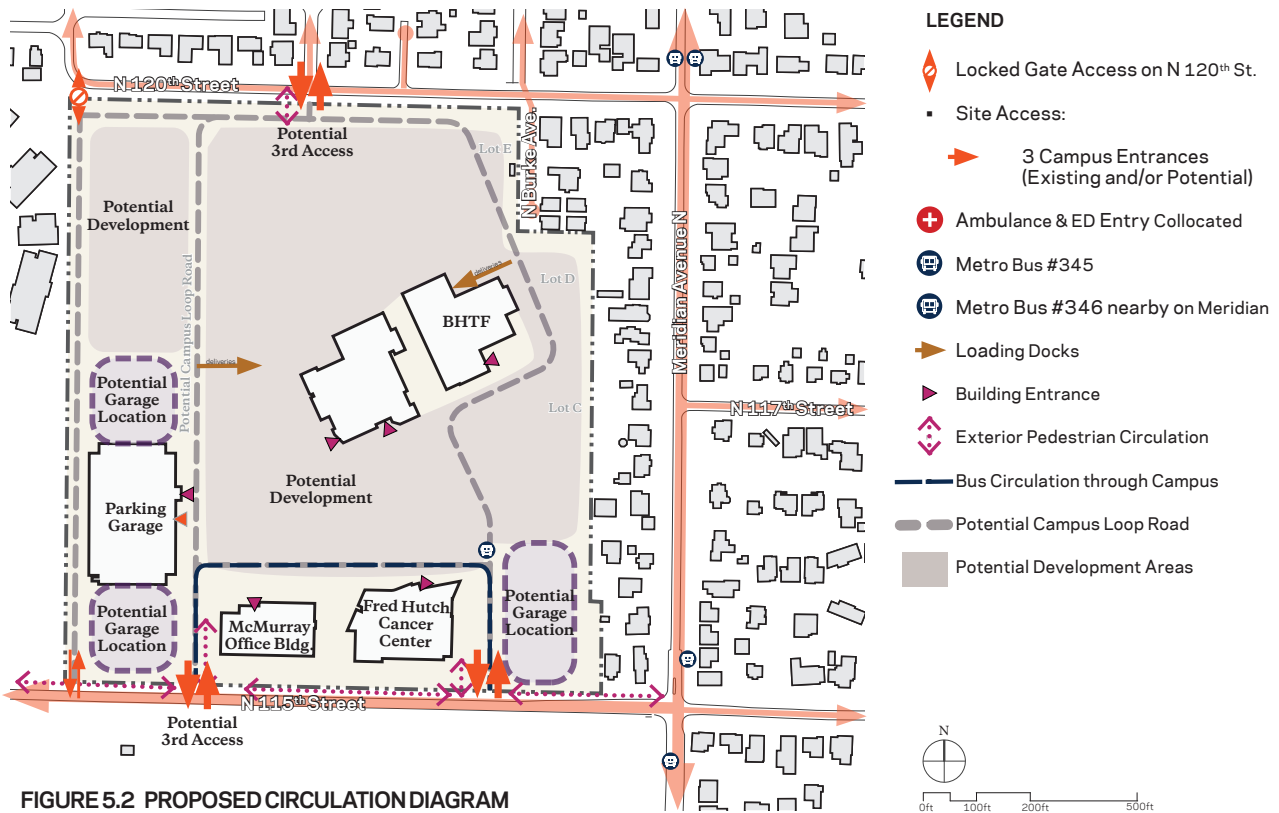
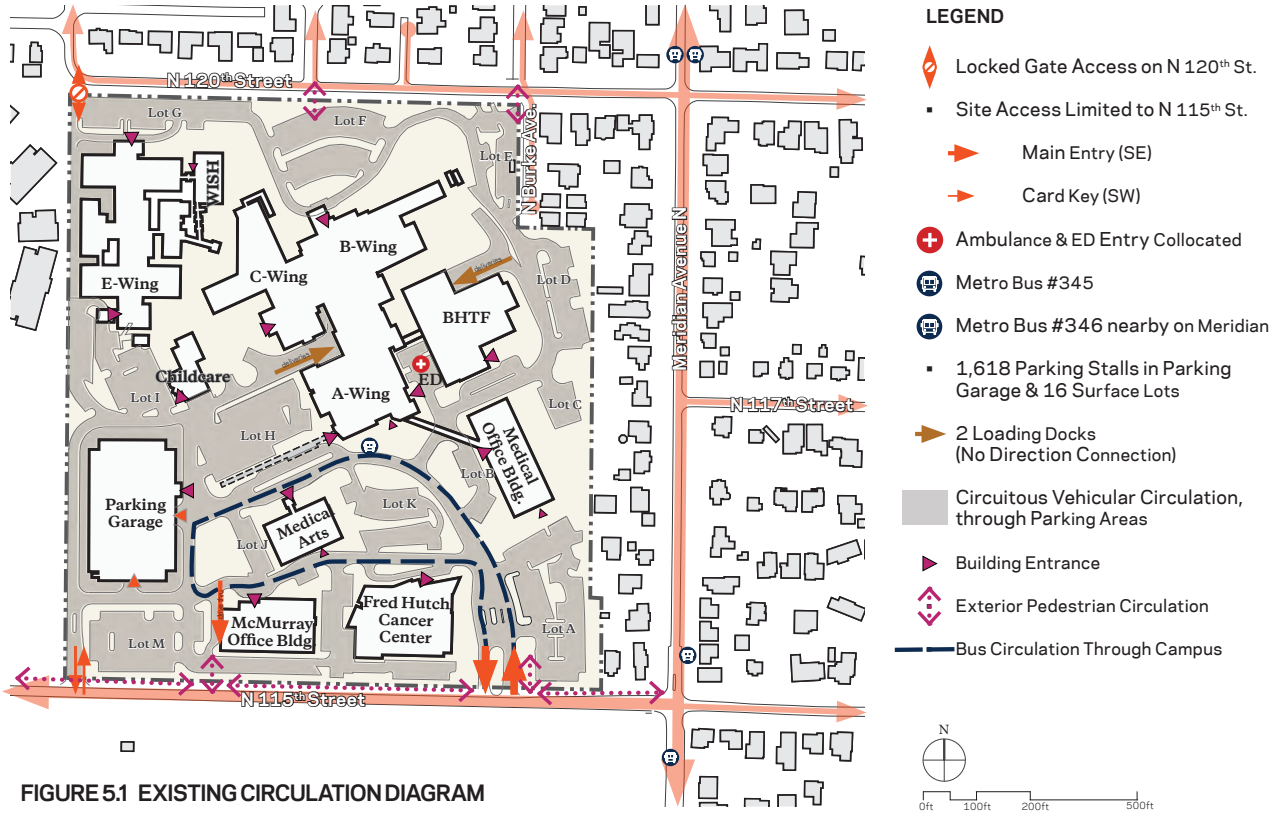
FIGURE 4.7 ALTERNATIVE 2 HEIGHT & SETBACK SECTION AT N 120TH ST CAMPUS EDGE

05

PROPOSED ACCESS & PARKING

As the UWMC - Northwest campus develops to address increased regional healthcare demands, improved access to the site and more parking stalls will be needed. The majority of the UWMC - Northwest campus access is anticipated to continue on N 115th Street driveways, from Meridian Avenue N or Aurora Avenue. The existing driveways may be reconfigured to enhance the entry/exit movement for all modes of travel, including the eventual removal of the tollbooths at the east, public driveway and the gate arm at the west, staff entry. A third access point is being considered in two locations: either on N 115th Street to be located immediately west of McMurray Office Building, near the existing parking garage or a new access point on N 120th Street. The development of the campus loop road would connect all three driveways and is an internal, private street to improve wayfinding, augment pedestrian sidewalks and better accommodate transit and/or bicycle riders safely. ***The MIMP update does not propose any street vacations.***

Additional parking stalls will be necessary as the campus is further developed. At least one, possibly two new above grade parking structures may be developed to accommodate the number of stalls demanded. Each phase of development may contribute to the development of the campus loop road and would ensure safe, clear campus circulation throughout the incremental development of the loop road. Adjacent site areas would be considered for surface parking areas and new landscaped open spaces. In addition, UWMC reserves the right to consider adding underground parking associated with new projects. To support the 1.6 million GSF of healthcare and support functions at UWMC - Northwest, total parking supply is anticipated to grow to approximately 2,500 stalls in a combination of surface lots and structured parking. (The proposed number of parking stalls will be further evaluated during the assessment of potential environmental impacts, in compliance with the State Environmental Policy Act.)



06

PROCESS & SCHEDULE

MIMP team representatives met with staff from the City of Seattle for a land use pre-application meeting in early November 2022. In accordance with the City's process, Department of Neighborhoods staff are in the process of inviting community members to participate in a Development Advisory Committee (DAC) to review the proposed MIMP update for the UWMC - Northwest campus.

This Concept Plan and application will be submitted in December 2022 and DAC meetings will commence early in 2023. There will be multiple opportunities for interested parties to learn more about the MIMP's progress in the coming months. UW Medical Center leadership looks forward to continuing its partnership with the City and the immediate neighborhoods to define a 20-year plan that can prove mutually beneficial as it grows the UWMC - Northwest campus to accommodate the demand for academic medical center healthcare services.





UW MEDICAL CENTER - NORTHWEST

*FINAL
MAJOR INSTITUTION MASTER PLAN, 2024 UPDATE*

MARCH 2024

COVER IMAGE SHOWS UWMC – NORTHWEST
A-WING & BEHAVIORAL HEALTH TEACHING FACILITY

SUBMITTED TO: City of Seattle,
Department of Construction & Inspections

PROPOSED BY: UW Medical Center - Northwest

PREPARED BY: NBBJ

SDCI PROJECT NUMBER: 3040282 - LU

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FIG11 UWMC-NORTHWEST HOSPITAL A-WING, E-WING IN BACKGROUND

I. EXECUTIVE SUMMARY

The master plan guiding development at the UW Medical Center – Northwest (UWMC – Northwest) campus has effectively reached the end of its applicability and a new Major Institution Master Plan (MIMP) is needed. UW Medicine leadership seeks to continue its partnership with the City of Seattle and the immediate neighborhoods to define a 20-year plan that can prove mutually beneficial as it grows the UWMC – Northwest campus. This MIMP update establishes a new development capacity limit of 1.6 million square feet of healthcare and support functions and defines design guidance and development standards to provide guidance for future planning and design.

UWMC – Northwest leadership is working with the City of Seattle and the City Council-approved Development Advisory Committee (DAC) to determine a long-term plan that meets institutional goals and best preserves the character of the immediate North Seattle neighborhoods. This Final MIMP and the associated Final Environmental Impact Statement have been prepared to continue this community dialogue per Seattle’s requirements for major institutions.

UW MEDICAL CENTER

The UW Medical Center has two medical center locations: the Montlake Campus and the Northwest Campus in North Seattle. The two UWMC Seattle campuses provide comprehensive healthcare services under a single hospital license. UWMC – Montlake is directly adjacent to the University of Washington and included within the UW’s major institution overlay (MIO). UWMC – Northwest has a separate MIO and is the subject of this MIMP.

UWMC – Northwest first opened in 1960 as Northwest Hospital on a 33-acre campus in what is now known as the Haller Lake neighborhood of Seattle’s Northgate Urban Center. The area and UWMC – Northwest have

both grown significantly since then. Several phases of growth and building development on campus were guided by the current MIMP which was approved in 1991 and 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. The last remaining construction projects under the 1991 MIMP will be complete in 2024, when total campus development will provide approximately 738,000 total square feet (SF) in 10 buildings. The campus will also provide 1,633 parking stalls, including one parking structure. Approximately 26,000 GSF of additional development capacity remains under the current MIMP.

DEVELOPMENT PROGRAM

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, best practices and 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.

DESIGN GUIDANCE & DEVELOPMENT STANDARDS

By definition, the MIMP frames potential development capacity and standards for future campus construction. The MIMP process studied three alternatives determining maximum building heights and setbacks that could achieve the 1.6 million SF total campus development. Design Guidance and Development Standards are included in this MIMP to provide guidance in how future building projects should be planned and designed to best integrate into the UWMC – Northwest campus and the greater North Seattle neighborhood environment. The design guidance provide guiding principles and aspirations for architecture, site design, wayfinding, circulation, sustainability, and inclusion. The development standards defined herein define specific metrics and tactics for meeting the stated intent for each requirement. The standards regulate a wide range of topics, including but not limited to building heights and setbacks, open space, lighting, signage, and parking. The standards supersede design guidance prescribed by the underlying zoning in the Seattle Municipal Code (SMC) and are specific to the UWMC – Northwest campus.

PROCESS

UWMC is working with several partners to define the future of the Northwest campus during the MIMP process, including the community, employees and patients. As part of the MIMP development process, the UWMC – Northwest works closely with the City of Seattle Department of Neighborhoods (DON) and the DAC. Monthly public committee meetings with the DAC and the City are hosted on-campus to discuss the MIMP and resolve the details included herein. Representatives from other City departments participate as well, including the Departments of Transportation (SDOT) and Construction and Inspections (SDCI). These participants as well as interested members of the public provided comment on the Draft MIMP and DEIS. Their input informed revisions included in this document for review by the City of Seattle Hearing Examiner and City Council. The City Council and UW Board of Regents make the final decision to adopt the MIMP once it is completed.



FIG 2.1 UWMC - NORTHWEST CAMPUS, MCMURRAY BUILDING

II. INTRODUCTION

The Major Institution Master Plan (MIMP) process allows Seattle's larger medical and educational institutions to work with City of Seattle departments and the community to understand and plan for growth. This MIMP documents existing facilities and infrastructure, identifies potential development areas, and establishes development standards that will guide future planning and design.

PURPOSE & PLANNING PROCESS

A new MIMP is needed to replace the 30-year old master plan and guide future redevelopment of the UWMC - Northwest campus. The proposed 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.

UWMC worked with several partners to define the future of the Northwest campus during the MIMP process, including the community, employees and patients. As part of the MIMP development process, the UWMC - Northwest worked closely with the City of Seattle Department of Neighborhoods (DON) and a City Council appointed Development Advisory Committee (DAC), consisting of ten members who represent the interests of the Haller Lake and Northgate neighborhoods, businesses, the institution, and the City of Seattle. Per the City's website, *"the role of the DAC is to advise both the institution and City about the potential impacts of the development proposed by the major institution on the surrounding neighborhoods. The DAC recommends changes to the plan and ways to mitigate development related impacts to maintain the health and livability of nearby communities."*

<https://www.seattle.gov/neighborhoods/public-participation/major-institutions-and-schools/major-institution-advisory-committees#developmentadvisorycommitteesdac>

UWMC – Northwest hosts monthly public committee meetings with the DAC and the City to discuss the MIMP and resolve the details included herein. A Draft MIMP and Draft Environmental Impact Statement (DEIS) were issued for public comment and review. The DAC submitted comments throughout the process to the institution and the City departments, including the DON, the Departments of Transportation (SDOT) and Construction and Inspections (SDCI). Comments received on the draft documents have been used by UWMC – Northwest to revise the MIMP as appropriate and develop the final documents (MIMP and EIS, or FEIS). Once final documents are reviewed, the DAC presents their final recommendations to the City of Seattle Hearing Examiner and City Council. The Hearing Examiner considers all the available materials and makes a recommendation which the Council uses to adopt a final plan. This process generally lasts two years, as illustrated in Figure 2.2.

The City Council and UW Board of Regents make the final decision to adopt the MIMP once it is completed.

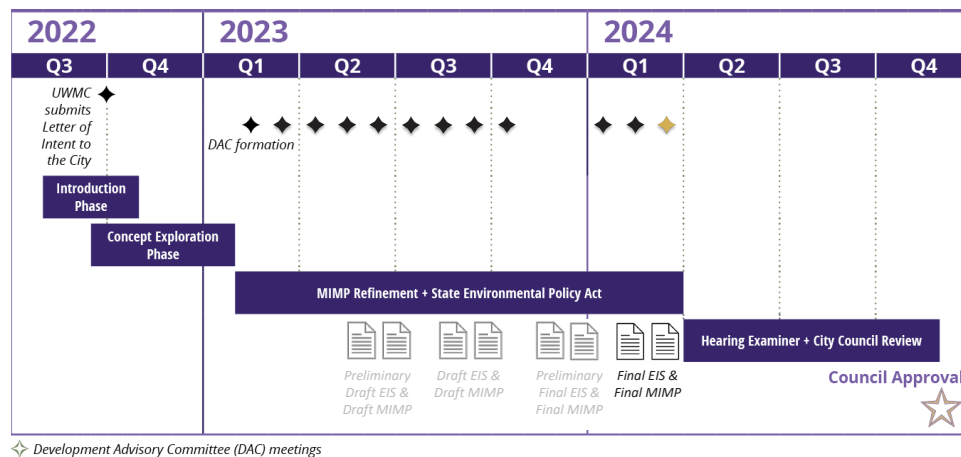


FIG 2.2 MIMP PROCESS AND POTENTIAL TIMEFRAME

UW MEDICAL CENTERS

The UW Medical Center (UWMC) owns and operates two medical centers in North Seattle: the Montlake Campus and the Northwest Campus. The two UWMC Seattle campuses provide comprehensive healthcare services under a single hospital license. UWMC – Montlake is directly adjacent to the University of Washington and included within the UW's major institution overlay. The Montlake campus focuses on specialized, quaternary care which includes complex surgeries, experimental treatments, and procedures.

UWMC – Northwest is a full-service medical center offering emergency care and a variety of inpatient and outpatient healthcare services. Patients from many communities across King and south Snohomish Counties come to UWMC – Northwest, with its easy access from Interstate-5 and Aurora Avenue North (Highway 99). 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 and Emergency services. Northwest campus growth is key to providing UWMC with highly specialized care capacity.

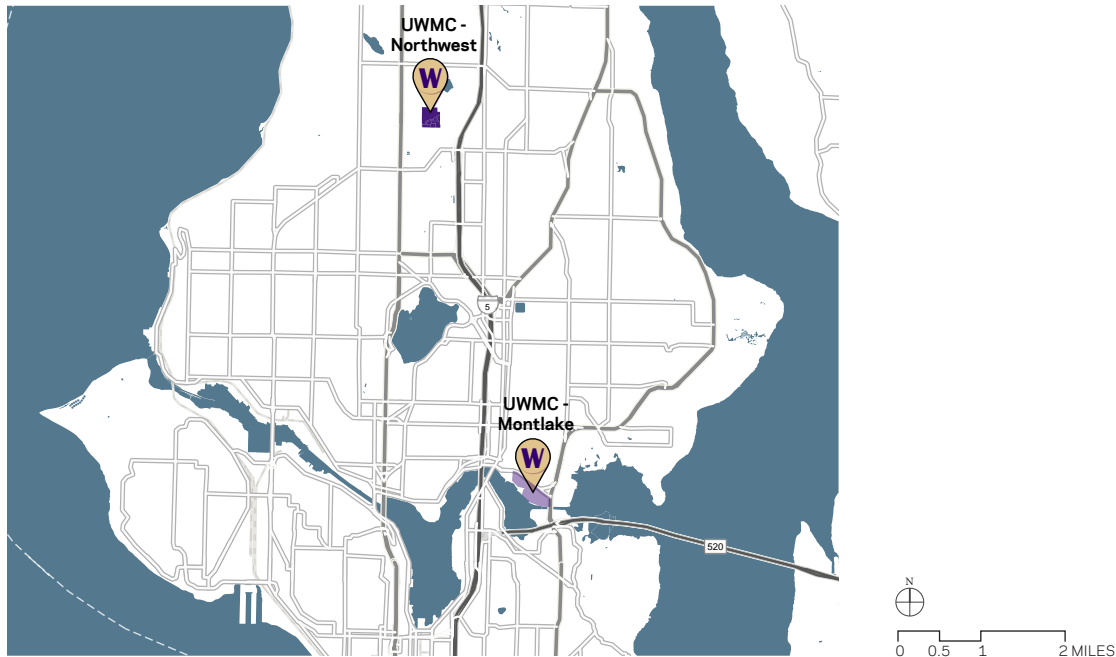


FIG2.3 AREA MAP

UWMC – Northwest & UWMC – Montlake Locations in North Seattle

The UWMC – Northwest campus is the subject of this Major Institution Master Plan (MIMP) update. Accommodating growth and redevelopment at UWMC – Northwest is critical to UW Medicine’s mission of improving the health of the public and providing highly specialized healthcare for residents across the region and the state.

UWMC – Northwest History

UWMC – Northwest first opened in 1960 as Northwest Hospital. The 33-acre campus experienced several phases of growth and building development. 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. The 1991 MIMP informed the design of the Behavioral Health Teaching Facility (BHTF) which recently began its phased opening. With the addition of the BHTF, the UWMC – Northwest campus provides approximately 738,000 total gross square feet (GSF) in 10 buildings. The campus also provides 1,633 parking stalls, including one parking structure. Approximately 26,000 GSF of additional development capacity remains under the current MIMP.

A new MIMP is needed to replace the 30-year old document and guide future redevelopment of the UWMC – Northwest campus. The proposed 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.

Mission, Vision & Values

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.”

Their 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.*

UW Medicine values guides 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.*

Together, the aspirations of UW Medicine and its medical facilities shall be reflected in the planning and design of the future of all campus locations to address the healthcare needs of Seattle and the growing Puget Sound region.



FIG 2.4 UWMC – NORTHWEST HOSPITAL, A-WING

CAMPUS NEEDS & MIMP GOALS

UWMC – Northwest needs to develop more space on its campus. There are several factors that create the demand for redevelopment:

- Regional population growth;
- Localized population growth and aging population changes specifically in the UWMC – Northwest service area;
- Programmatic needs for an academic medical center and anticipated increased demand for several healthcare services provided at UWMC;
- Older campus facilities requiring significant investment to maintain; and
- Existing low density medical center development creates long distances for operational efficiencies and sprawled program distribution across the campus.

Any one of these conditions would influence campus needs and operations. Together, these issues significantly impact how the UWMC – Northwest campus must change to continue to provide healthcare services in the future.

Regional Growth

The Puget Sound region's population has grown significantly since the last UWMC – Northwest MIMP was approved. By 2050, the Puget Sound Regional Council has projected that the region will grow by more than 1.5 million people. Local demographics directly correlates 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.

UWMC – Northwest Service Area Population Growth & Aging

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. The demand for healthcare is growing with our region's projected population increase and the need for chronic disease management as well as primary, preventative, and select specialty care will need to be expanded at UWMC – Northwest to continue to serve the community.

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.

Campus Needs

Based on the general population growth noted above, paired with the demographic change in the regional population, it is anticipated that Inpatient hospital care within the service area of UWMC – Northwest will double over the next 20 years. As indicated in Figures 2.5 and 2.6, from 2021 to 2041, 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.



FIG2.5 PROJECTED INPATIENT GROWTH



FIG2.6 PROJECTED OUTPATIENT GROWTH

According to SG2, a national healthcare services consultant, several inpatient and outpatient service lines provided at UWMC – Northwest are projected to grow and require additional space in the medical center and/or ambulatory clinics:

- Behavioral health
- Cancer care
- Cardiology
- Neurosciences
- Spine
- Surgery

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 those listed above. The

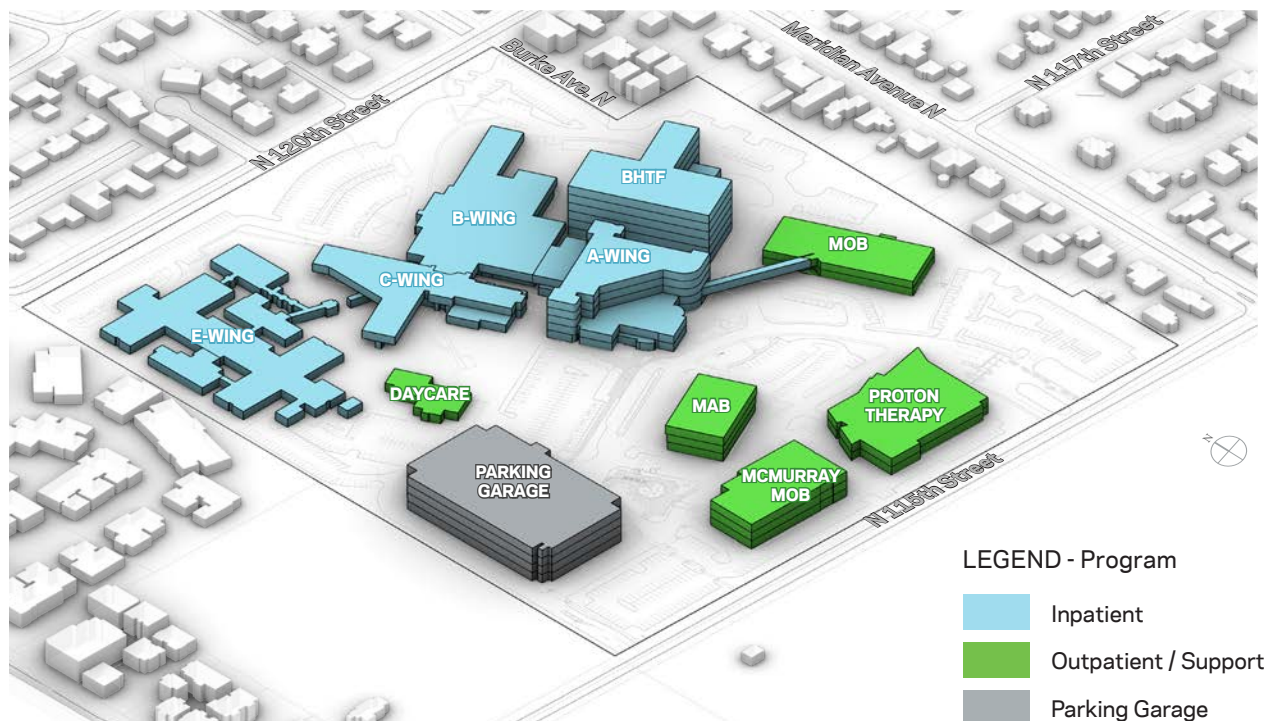


FIG 2.7 UWMC - NORTHWEST CAMPUS BUILDINGS BY PROGRAM

UWMC – Northwest campus must accommodate additional inpatient growth for diverse, but less complex healthcare services in order to free up capacity at UWMC – Montlake. Achieving the proposed UWMC – Northwest MIMP targeted development is key to providing capacity for UWMC highly specialized care for the region and state.

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 anticipated growth within this MIMP addresses the right sizing needed to support AMC functions.

Replace (or Renovate) Older Campus Facilities

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. 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.

Aging infrastructure should be replaced to meet current codes, best practices and improve energy efficiency. Solutions may include development of a central utility plant to improve campus operations and comply with the UW Medicine’s sustainable practices. Seismic resilience of older structures will also be addressed with new developments to ensure the medical center can maintain patient care and operations after a significant seismic event.

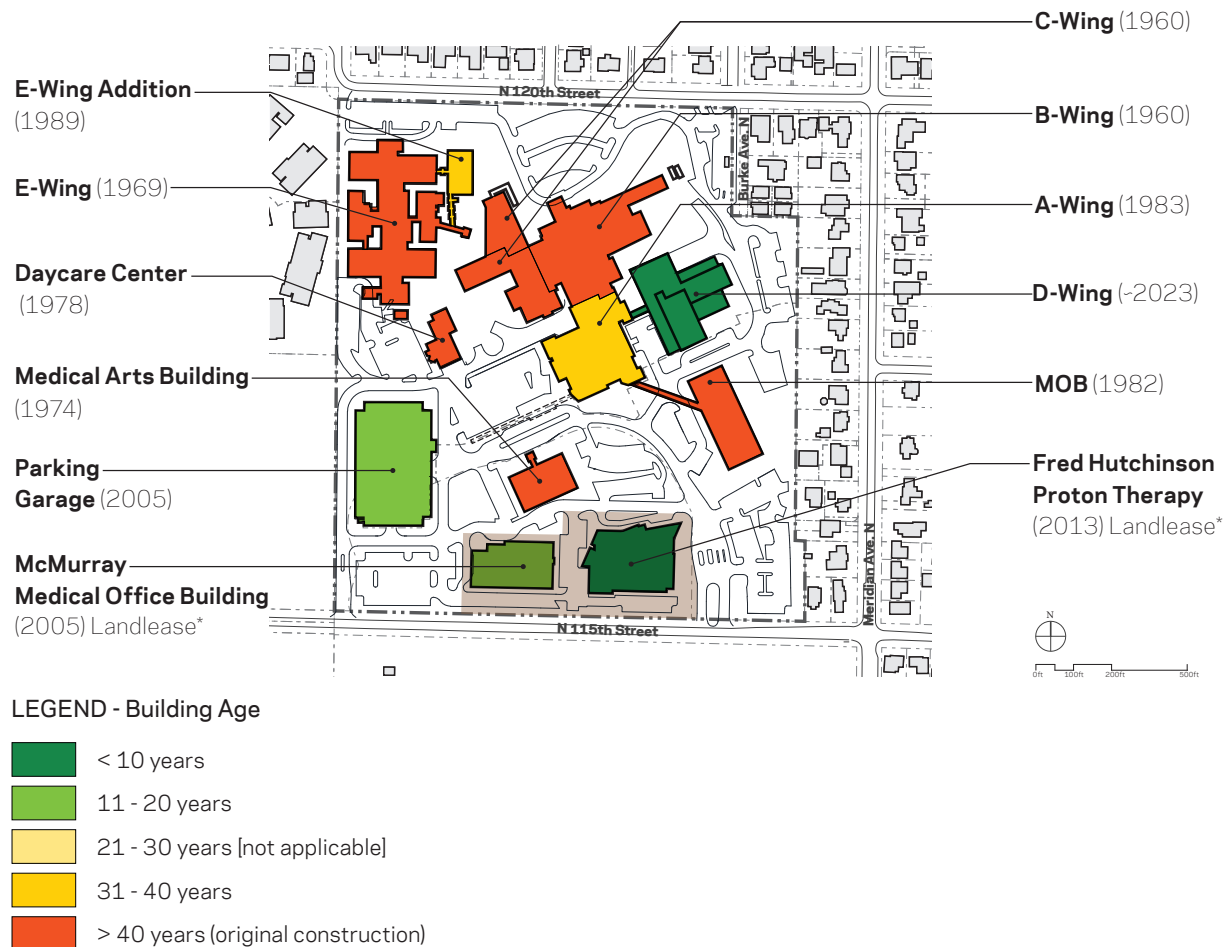


FIG2.8 EXISTING CAMPUS BUILDING AGE

Increase Development Density and Functional Efficiencies

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.

Goals of MIMP

UWMC leadership identified several goals for the long-term future of the Northwest campus and the overall planning process. The MIMP must do the following:

- 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 MIMP, as proposed, will achieve these goals and define a long-term plan for phased development to accommodate the programmatic needs at the UWMC – Northwest campus.



FIG3.1 UWMC-NORTHWEST CAMPUS, A-WING

III. DEVELOPMENT PROGRAM

UW Medicine seeks to continue its partnership with the City of Seattle and the immediate neighborhoods to define a 20-year plan that can prove mutually beneficial as it grows the UWMC – Northwest campus to **1.6 million square feet** of development to accommodate the increased demand for academic medical center healthcare services.

The UWMC – Northwest campus needs to grow and modernize the care environment to increase capacity and support teaching needs in a way that is in unison with the remaining architectural design character of the campus. The medical center buildings and campus shall contribute to a healing environment for patients, employees, and visitors. This vision continues the long history of the campus providing healthcare services as a major institution.

CAMPUS CONTEXT & MIO

The City of Seattle and the neighborhoods surrounding the UWMC – Northwest campus have been steadily growing in the years since the last MIMP. This proposed MIMP update acknowledges and responds to this increasing urban density and development.

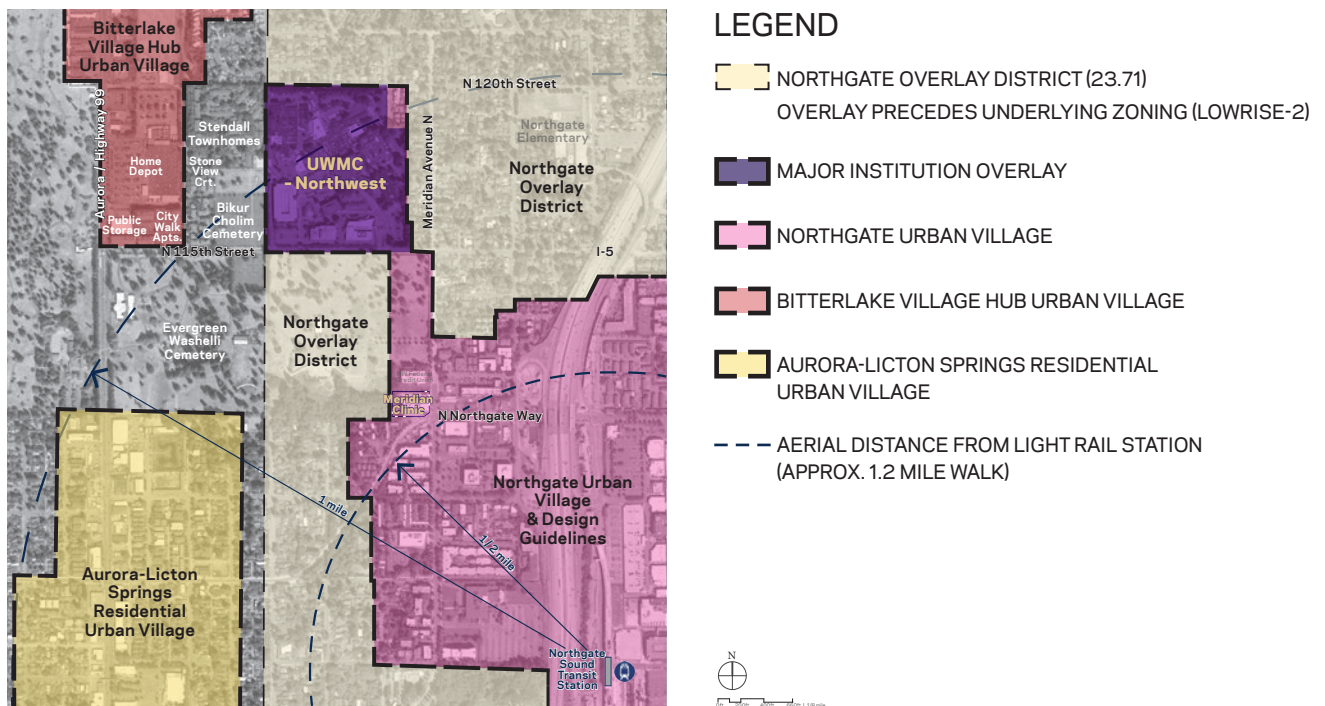
The UWMC – Northwest campus is located in the Northgate and Haller Lake neighborhoods of North Seattle and within the northwest limits of the area guided by the Northgate Neighborhood Design Guidelines. The urban development surrounding Northgate Station, including the light rail station, continues along N Northgate Way – where gas stations, fast food and small retail stores dominate, plus 3-4 story office buildings and a hotel. The campus is serviced by the Meridian Ave N arterial, where the street uses change from a mix of retail and office to multi-family housing and an approved City of Seattle fire station. The immediate campus context

transitions from a more urban setting to primarily residential and the Bikur Cholim Cemetery and Evergreen Washelli Cemetery immediately adjacent to the UWMC – Northwest campus. Figure 3.2 illustrates the campus context.

Underlying Zoning

The UWMC – Northwest site has been designated as a major institution overlay (MIO) for several decades. No MIO boundary changes are proposed in this MIMP update; the UWMC – Northwest campus limits and zoning boundaries will remain the same. The property's underlying zoning is defined as multi-family residential, Lowrise 2 (LR2) with a mandatory housing affordability suffix (MHA). Several adjacent properties share the multi-family residential designations of LR2 and Lowrise 3 (LR3); some of the neighboring parcels to the east and the north are zoned as neighborhood residential (NR2) as illustrated in Figure 3.3 on the next page.

Development standards in the underlying, LR-2 zoning primarily support multi-family residential construction and not those that would accommodate modern-day healthcare facilities. The proposed MIO design guidance and development standards support the intended institutional uses. Table 3.1



on the next page summarizes the development metrics that would otherwise guide redevelopment.

In addition, design standards are defined for multi-family development in the underlying zoning (SMC 23.45.529). The previous MIMP height overlays and setbacks are illustrated in Figure 3.6, on page 27.

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.

It is imperative that UWMC – Northwest continues to provide excellent healthcare services throughout construction and redevelopment. This will require replacement buildings be built prior to the demolition of older structures to ensure continuity of service. Smaller renovation projects will continue to occur to extend the useful life of older facilities and to facilitate

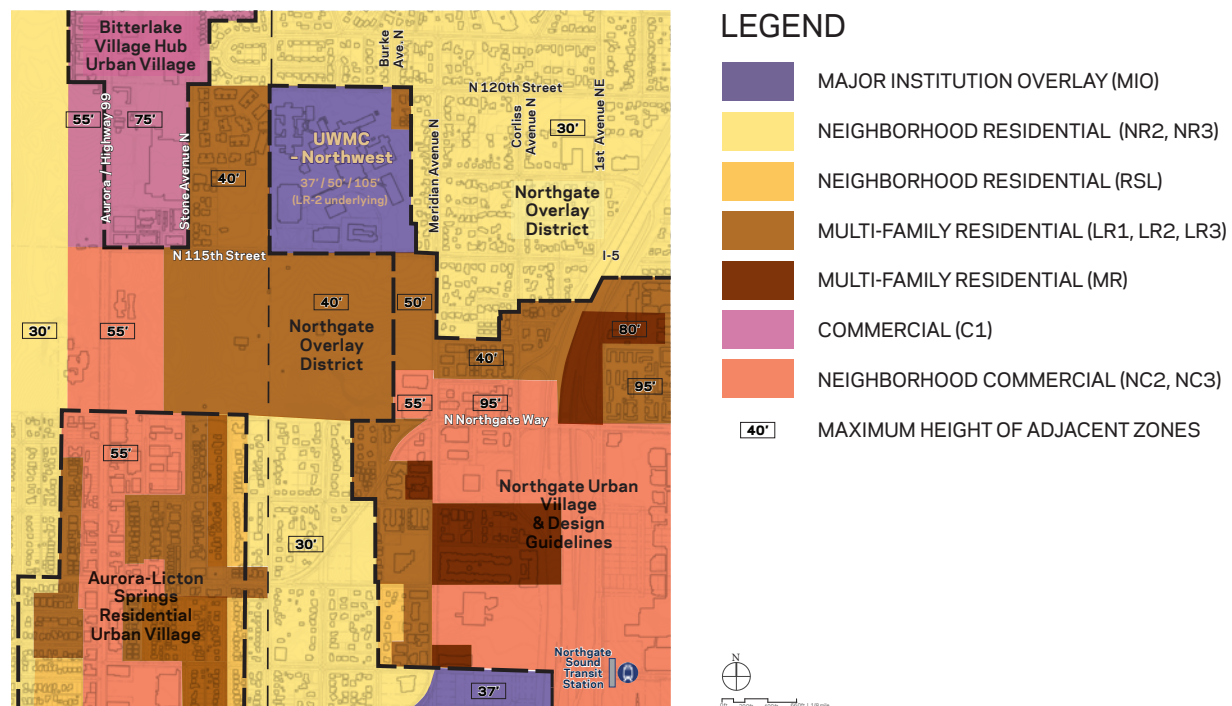


FIG 3.3 NEIGHBORHOOD ZONING

TABLE 3.1: COMPARISON OF EXISTING (1991 MIMP) DEVELOPMENT STANDARDS

Development Standard	Underlying LR-2 Zoning	1991 UWMC - Northwest MIMP
Floor Area Ratio (FAR)	1.4 2.0 million SF max. building area based on 32.86 acre site	No assigned FAR 840,776 SF max. building area (NIC parking garages)
Maximum Structure Heights	40 feet	37 feet / 50 feet / 105 feet
Setbacks	(varies; apartments listed) - Front: 5 feet min. - Side: 7 feet average; 5 feet min. - Rear: 7 feet average; 5 feet min.	(varies by location) 30 feet on N 115th St & West; 40 feet / 180 feet / 120 feet on East; 120 feet on Burke Ave N, N 120th St.
Structure Width / Facade Limits	(varies; apartments listed) 90 feet	Not designated

larger projects. In general, development will occur in phases, as limited by funding availability and determined by near-term needs. This MIMP update proposes that UWMC – Northwest campus development will grow from approximately 738,000 gross square feet (GSF) up to **1.6 million SF** over the course of the MIMP.

Other Elements

- Street or Alley Vacations

The MIMP update does not propose any street or alley vacations.

- Decentralization Plans

Seattle’s major institutions are often asked if campus functions could be decentralized, with many smaller developments instead of one larger development. The uses proposed for UWMC – Northwest are intentionally collocated at the campus, providing both inpatient and outpatient uses. The campus supports the UWMC - Montlake campus. Provision of healthcare services cannot be further decentralized.

EXISTING & PROPOSED PHYSICAL DEVELOPMENT

Campus Facilities & Uses

a. Existing Development

The UWMC – Northwest campus currently consists of ten buildings connected by vehicular driveways and sidewalks with a mix of surface and structured parking. Existing buildings range from one to six stories in height, and many were originally constructed in the 1960s, with several renovations; see Figure 2.8 on page 15. The existing facilities are mostly separate structures, with the exception of the multiple wings of the medical center complex (A-Wing, B/C-Wings and the BHTF). A skybridge connects the Medical Office Building to A-Wing. Two buildings located on the south side of campus are owned by private parties, on land leased from UW Medicine; those structures are not proposed to be redeveloped although the parcels are included in the MIO and therefore the MIMP. Total existing campus development is itemized by building in Table 3.2 on the following page.

In addition to the UWMC – Northwest campus, UW Medicine currently leases several spaces outside the MIO in the Northgate neighborhood, including the Meridian Pavilion approximately one-half mile south. Outpatient clinical care is provided at several suites on upper levels of the building. This location (11011 Meridian Avenue N) lies within 2,500 feet of the overlay boundary, which is deemed relevant in Seattle Municipal Code (SMC 23.69.022). Note however, the MIMP update does not propose any changes to these leased facilities or other neighborhood locations beyond that distance.

TABLE 3.2: EXISTING CAMPUS DEVELOPMENT

Existing Building	Building Area (GSF)	Number of Stories
Hospital	503,700	
A-Wing	128,314	5 stories
B-Wing	92,624	1 story + basement
C-Wing	39,508	1 story + basement
Behavioral Health Teaching Facility (BHTF)	188,846	6 stories
E-Wing	54,408	1 story
Medical Office Building	70,202	2 stories + basement
Medical Arts Building	38,121	3 stories
McMurray Medical Office Building	63,909	3 stories
Fred Hutchinson Proton Therapy	57,000	2 stories
Daycare Center	5,611	1 story
Total Existing Building Area	738,543	

(Number of levels represents above grade floors with services provided. Existing building height is noted from average adjacent grade to top of primary roof in this table. Building height is referenced from descriptions in the 1991 MIMP and/or Google Earth.)

b. Future Development

The use of the UWMC – Northwest campus is a Medical Center, with all uses necessary to fulfill the mission of the UW Medical Center allowed. The mix of uses proposed for the UWMC – Northwest campus are consistent with the current campus and the City of Seattle’s definition of a medical center. These uses relate to and support the medical center’s teaching hospital, and clinics, labs, classrooms, faculty and administrative offices, faculty/staff/student services, transportation, open space, food services, childcare, and facilities supporting the utilities and plant maintenance functions.

The following descriptions provide example uses of the types of infrastructure and growth and/or replacement of medical center functions:

- **Hospital:** Expansion will provide increased capacity for the Emergency Department, operating rooms (ORs), diagnostic and treatment areas and modern, single occupancy patient rooms in an academic medical care setting. Over time, expansion of the Medical Center would eventually allow the decanting and demolition of older hospital structures.
- **Support:** Medical office buildings would help accommodate UWMC needs for outpatient services and medical offices. Other support functions may include administrative office needs and a replacement childcare building in a collocated facility, or as separate structures. Potential support building(s) might provide offices, facilities support or workspace for the hospital, including the potential for training facilities for UWMC residents and staff. Any daycare space would entail outdoor play areas for the children in an enclosed, secure playground at grade, or as part of a safe rooftop amenity space.
- **Infrastructure:** Campus buildings currently operate separate building systems which is inefficient and costly. A new central utility plant (CUP) would replace aging equipment and provide much needed emergency generator capacity. The CUP would be sited and sized to support long-term campus growth, improving the energy efficiency and operating costs of UWMC – Northwest.
- **Potential Demolition:** The MIMP anticipates several buildings will remain in their current configuration, with on-going maintenance. Figure 3.4 illustrates these buildings, including the two land leased facilities. The figure also indicates older structures that may be demolished during implementation of the MIMP. Potential development sites for the proposed building projects could be located anywhere on the campus, exclusive of proposed setback areas.

As listed in Table 3.3, one or more existing buildings may be demolished: 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 to 301,000 GSF from the campus.

- **Planned Parking and Access:** Construction of new patient care buildings increases the number of parking stalls required on-campus. On the UWMC – Northwest campus, new construction would also remove existing stalls, since the available land to build is currently in use as surface parking lots. Parking development will therefore need to replace and grow the number of stalls on 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. [Note: parking structures and below grade square footage are excluded from area calculations and MIMP limits to development and are therefore represented as total stalls instead of GSF.]

As new projects are developed, UWMC – Northwest will improve site circulation and internal connectivity, particularly routes leading to the Emergency Department (ED) and routes to guide patient and visitor wayfinding more effectively. Safety and convenient proximity to care services are of the utmost importance. New campus drives will include accessible sidewalks, plantings and pedestrian lighting where needed to promote a safe, walkable environment for patients, visitors and staff. A loop drive is anticipated to be developed in phases, as adjacent projects are constructed. Adjacent site areas would be considered for surface parking areas and new landscaped open spaces.

- Any above uses may be mixed in a single structure.

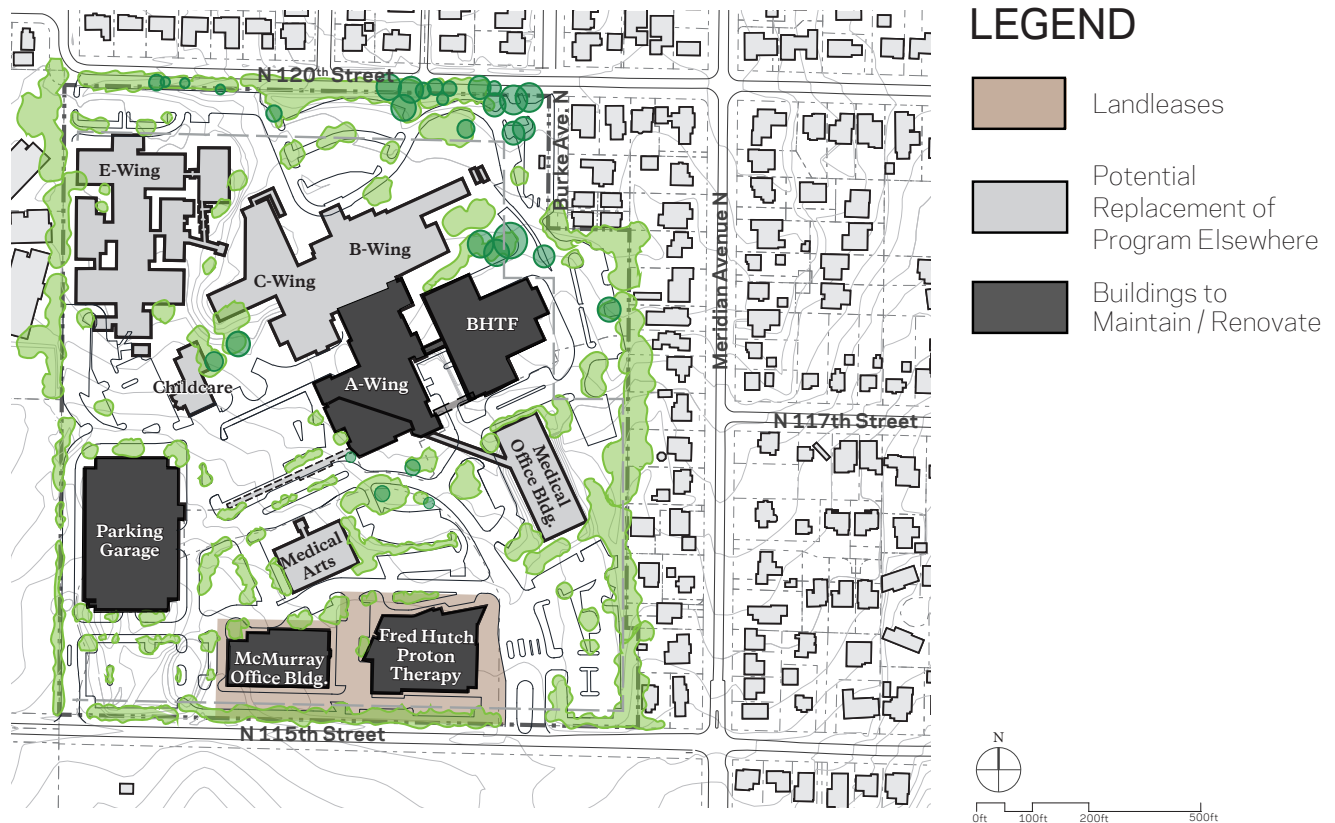


FIG 3.4 POTENTIAL BUILDING MAINTENANCE AND DEMOLITION DIAGRAM

TABLE 3.3: POTENTIAL MAINTAINED AND NEW DEVELOPMENT, BY USE

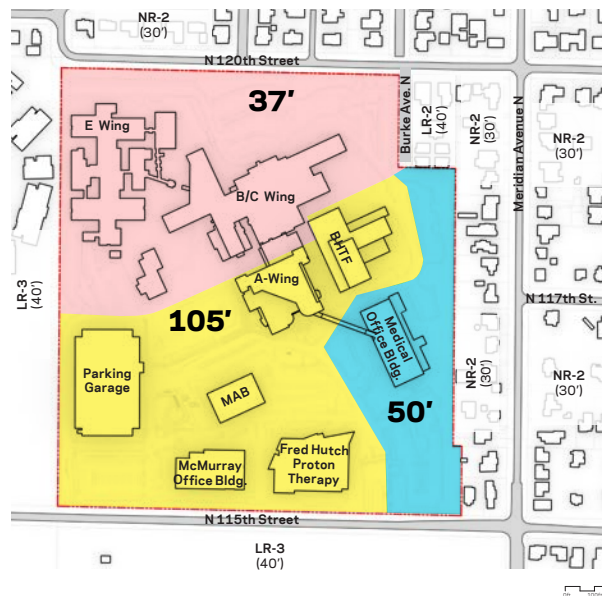
Building	MIMP Assumption	Hospital Uses		Support Uses	
		Existing (SF)	Future (SF)	Existing (SF)	Future (SF)
A-Wing	Maintain or Renovate	128,314			
B-Wing	Demolish	(92,624)			
C-Wing	Demolish	(39,508)			
Behavioral Health Teaching Facility (BHTF)	Maintain	188,846			
E-Wing	Demolish	(54,408)			
Future Inpatient Projects	Build New		820,000		
Medical Office Building	Maintain or Demolish			70,202	
Medical Arts Building	Demolish			(38,121)	
McMurray Medical Office Building	Maintain (Landlease)			63,909	
Fred Hutchinson Proton Therapy	Maintain (Landlease)			57,000	
Daycare Center	Demolish			(5,611)	
Future Support Projects	Build New				270,000
Subtotal by Use & Condition		317,160	820,000	191,111	270,000
Development Total by Use		1,137,160		461,111	
Total Development (Hospital + Support)		1,598,271			
Rounded Total Development		~ 1.6 Million SF			

Campus Building Heights and Volume/Scale

a. Existing MIO Height Districts

Development within MIO districts is limited by building height and setbacks from MIO boundaries. The existing MIMP defines three height overlay areas of 105', 50' and 37', as shown in Figure 3.5. Taller heights are concentrated in the middle and south portions of the campus. The northern portion bears the most restrictive height limit.

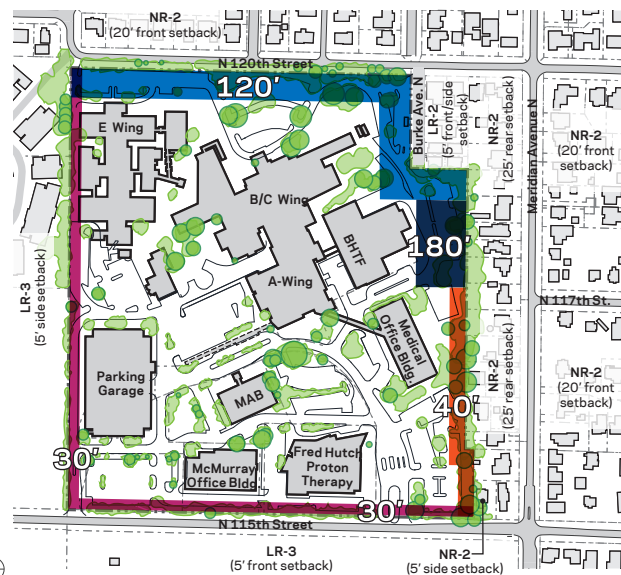
Setbacks limit where buildings can be constructed, at a specified distance from a property edge; other uses can occur within a setback, such as surface parking, landscaped areas, driveways, or underground development. The 1991 MIMP defined varied building setbacks on each edge of the UWMC - Northwest campus as illustrated in Figure 3.6. The majority of the site bears a 30' or 40' setback however, the N 120th Street frontage and the northeast corner of the site have significantly greater setbacks designated at 120' and 180', respectively.



LEGEND - MIO Heights

	37 feet
	50 feet
	105 feet

FIG 3.5 EXISTING HEIGHT LIMITS PER 1991 MIMP



LEGEND - Setbacks

	180 feet setback
	120 feet setback
	40 feet setback
	30 feet setback

FIG 3.6 EXISTING SETBACKS PER 1991 MIMP

b. Future MIO Height Districts

The amount of development needed to meet growth projections will require an increase to the existing height limits and a reduction in the existing setbacks beyond what is defined in the existing 1991 MIMP. Without increased height and setback adjustments, capacity at the UWMC – Northwest campus is severely limited, and UW Medicine cannot meet its share of the region’s rapidly growing healthcare demands.

Development standards that allow for taller buildings provide opportunities for smaller footprints, enabling the preservation of outdoor open space, integration of mature vegetation and a public realm that provides comfortable circulation routes for all modes of transport. The distribution of taller buildings will be concentrated in the core of campus with direct connection to the primary medical facility, the A-Wing. Lower height structures such as medical office and/or support buildings, parking structures and central utility plant(s) are proposed to be located closer to the perimeter of the site, to reduce the scale of development in closer proximity to the adjacent residential development.

Three alternatives were defined for consideration and discussion with City staff and the Development Advisory Committee (DAC). All options would allow the campus to develop up to 1.6 million square feet, with building heights up to 175’ (200’ MIO conditioned down to 175’). All three were subjected to environmental review per the State Environmental Policy Act (SEPA). This process identified “Alternative 3” as the final preferred alternative as identified in the Final EIS. The remainder of this document reflects Alternative 3 as the Proposed MIMP.

The Proposed MIMP steps down the height as much as possible while still allowing flexibility for complex phasing and development of the UWMC - Northwest campus. The maximum height overlay of 175' is limited to the center of campus (MIO 200' conditioned down to 175'). Potential building height is reduced to 145' north of the A-Wing and BHTF to accommodate potential hospital replacement and expansions connected to these facilities (MIO 160' conditioned down to 145'). The existing height overlay of 105' is preserved along the southwest and southern border (note this area includes two landleased buildings where no changes are anticipated). The lowest height overlay of 65' is identified along campus borders closest to residentially developed neighbors. The width of these zones are consistently 165' where abutting parcels and 90' adjacent to rights-of-way (measurements include setback areas).

Compared to the Draft MIMP alternatives, building setbacks have been maintained or increased consistently to 40' on all campus edges with the exception of N. 115th Street where a 20' setback is proposed. These dimensions protect the majority of the existing tree canopy and allow UWMC - Northwest to consider different phasing options that respond to community requests and the needed facility replacements over time.

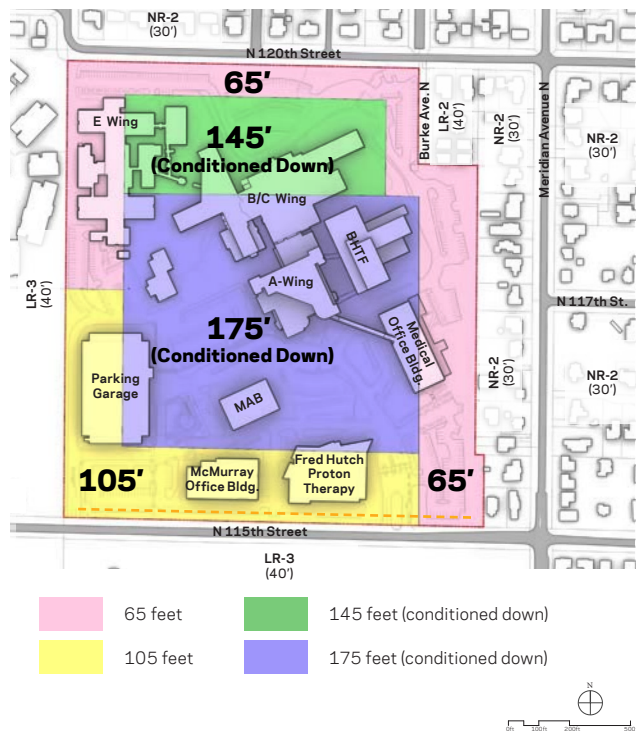


FIG 3.7 PROPOSED HEIGHTS DIAGRAM

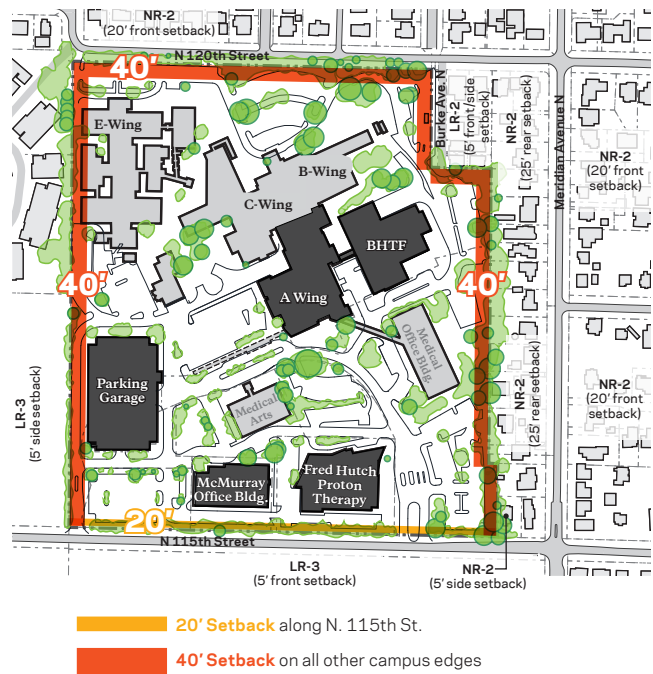
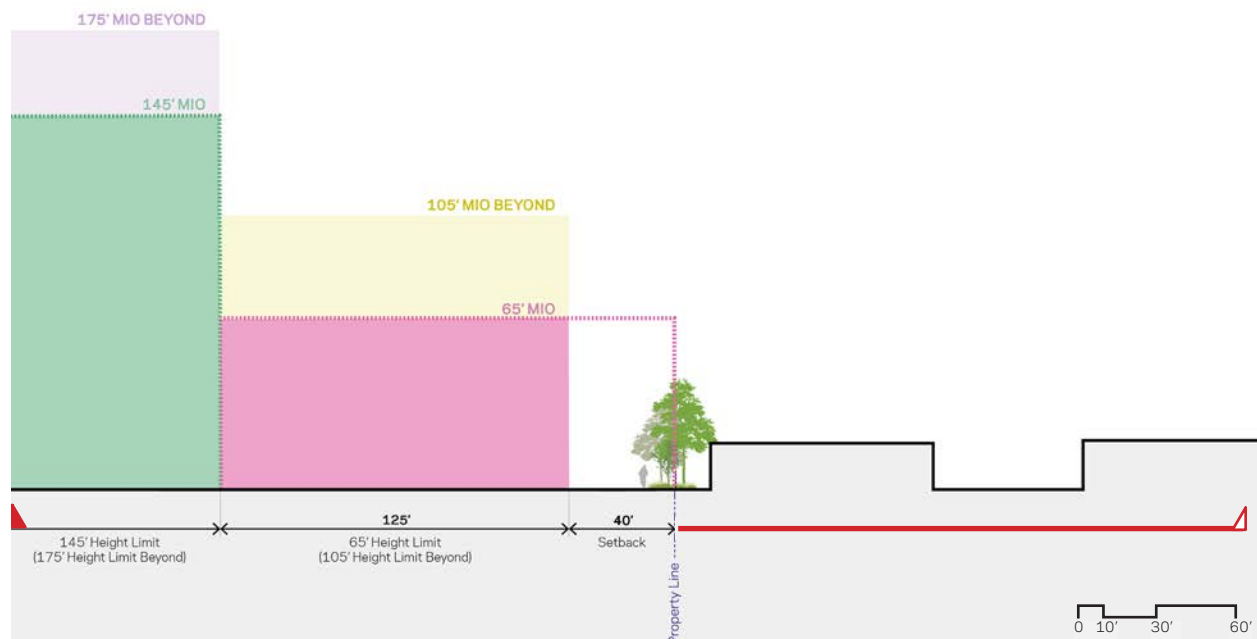
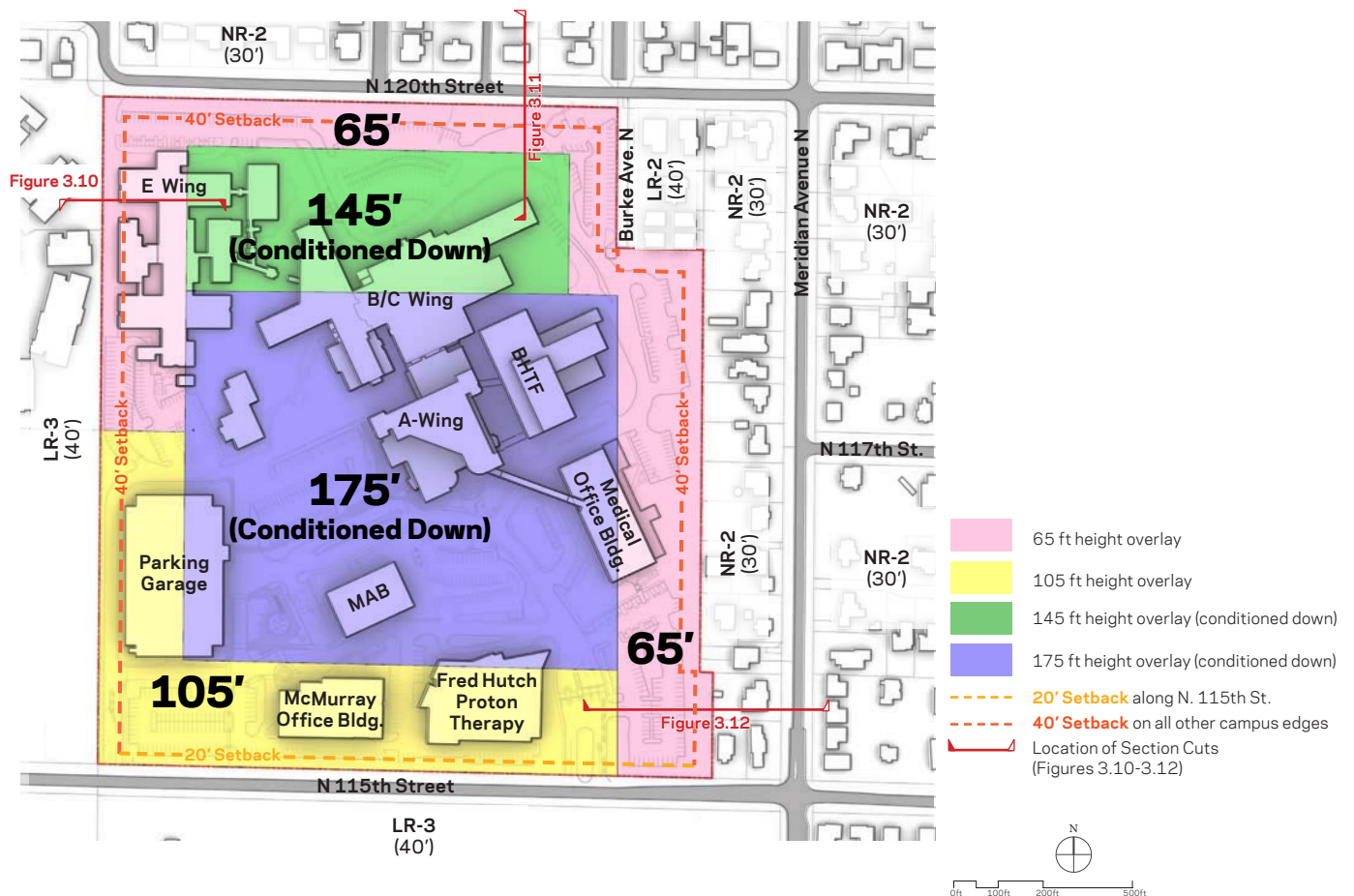


FIG 3.8 PROPOSED SETBACKS DIAGRAM



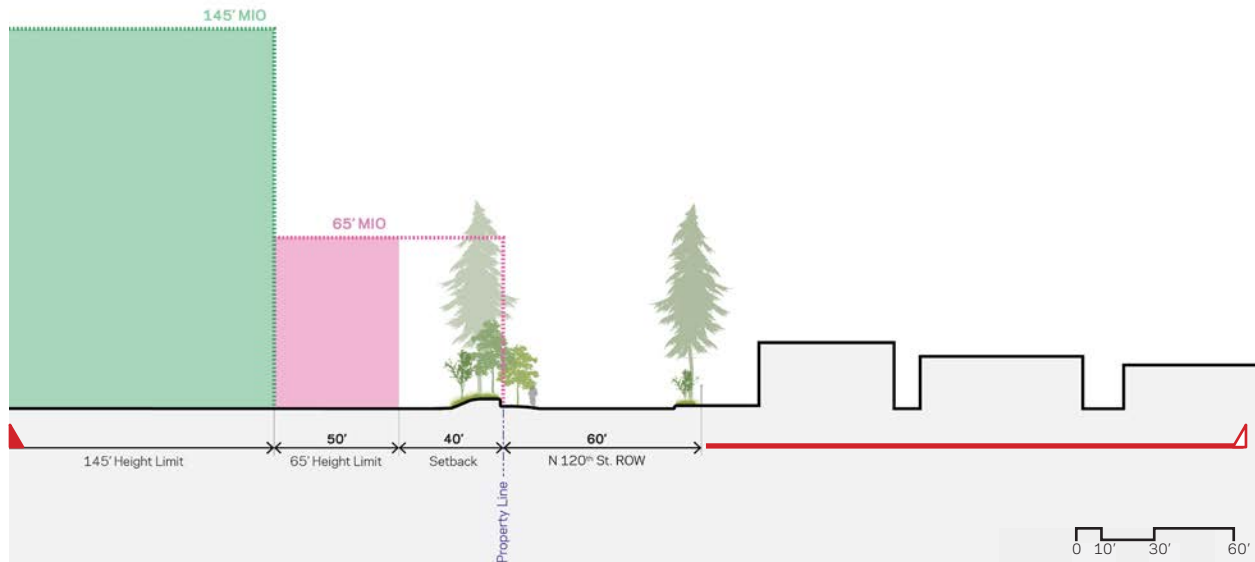


FIG 3.11 SECTION B: PROPOSED HEIGHTS & SETBACKS AT N 120TH ST CAMPUS EDGE

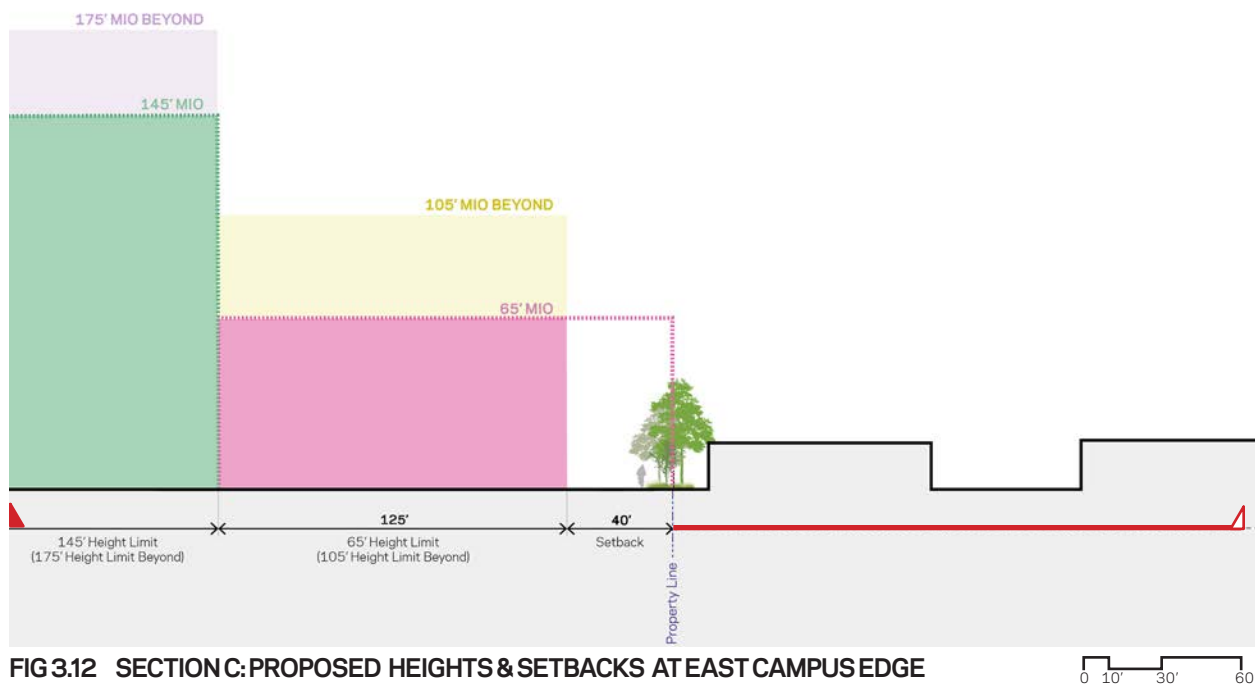


FIG 3.12 SECTION C: PROPOSED HEIGHTS & SETBACKS AT EAST CAMPUS EDGE

Open Space, Landscape and Trees

a. Existing Open Space, Landscape and Trees

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.

Campus Character and Edges

The 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, interrupted by the parking lots or most recently, temporary construction detours. The character of each boundary edge varies:



FIG 3.13 AERIAL IMAGE OF CAMPUS, GOOGLE EARTH

- The “front door” along N 115th Street offers visual and physical connections, providing pedestrian and vehicular access from this local arterial. An existing sidewalk system with adjacent landscapes and several mature trees are planted along a low, grassy berm (approximately 3-5’ in height per the 1991 MIMP conditions of approval). This frontage is partially fenced, with large openings at both driveways and a pedestrian entry approximately mid block, near the McMurray Office Building. Views from the campus, across N 115th Street are limited to the northern, planted edge of Evergreen Washelli Cemetery. A few new trees were added near the southwest boundary of the campus along N 115th Street as part of the BHTF project; see Figure B.



FIG A: PROTON THERAPY CENTER ON N 115TH ST



FIG B: N 115TH STREET



FIG C: WEST ENTRY ON N 115TH STREET



FIG D: FENCE NEAR RESIDENTIAL EDGE

- The entire western edge is fenced with low shrub plantings and trees on UWMC and/or neighboring properties. There is limited visibility and no physical connections between the campus and its neighbors—the Bikur Cholim Cemetery or the Stendall Place condominium development.

- A visually open metal picket fence marks the entire north boundary of the campus along N 120th Street and a cedar fence edges Burke Avenue N. Significant plantings of mature trees buffer the neighborhood from the campus. New street improvements have added a sidewalk on N 120th Street and additional street trees on both streets as part of the BHTF construction project; see Figure F. Visibility through the plantings is intermittent, with two pedestrian access gates providing connections. Views from the campus, across N 120th Street are of a single family residential neighborhood.



FIG E: OPEN FENCE ON NORTHERN EDGE



FIG F: SIGNIFICANT TREE BUFFER & NEW STREET IMPROVEMENTS



FIG G: RESIDENTIAL EDGE NEAR PARKING LOT D



FIG H: SIGNIFICANT TREES ON EASTERN EDGE

- The eastern edge of the campus is fenced and continues significant plantings of mature trees and/or shrubs behind the residential backyards. There is limited visibility and no physical connections between the campus and these properties.



FIG 3.14 CAMPUS VIEWS KEY MAP

b. Future Open Space, Landscape and Trees

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.

Campus Circulation, Parking and Wayfinding

a. Existing Circulation, Parking and Wayfinding

Regional access to the campus is achieved from either Meridian Avenue N or Highway 99, with two existing driveways provided on N 115th Street. The east entry is the primary entry for the campus providing public access for all users, including Metro Transit, patients, visitors, emergency, and service vehicles. The west N 115th Street entry is keycard-controlled and used primarily by staff and some regular delivery. A third, locked entry is available on N 120th Street at the northwest corner of the site, near the intersection with Ashworth Avenue N and Stendall Place N. This gate remains locked for all but is occasionally used for construction, maintenance, or emergency access. N 120th and Ashworth allow circuitous access to Highway 99 through residential streets.

Circulation through the campus is composed of internal drives that weave through several surface parking lots, providing access to building entrances and service areas. The campus is accessible by Metro transit with one bus stop situated on campus and additional bus stops located near the campus on Meridian Ave. Both routes operating on or near the campus provide connections to Link Light Rail service at Northgate Station.

The current on-campus parking supply is provided through a 5-story parking garage and multiple surface lots. Patients and visitors pay an hourly rate to park on-campus; UWMC staff also pay to park. Additional, short-term parking is available on the adjacent public rights of way on N 115th Street. UWMC staff are directed not to park off-site.

Free-standing and building-mounted signage provides wayfinding information throughout campus.

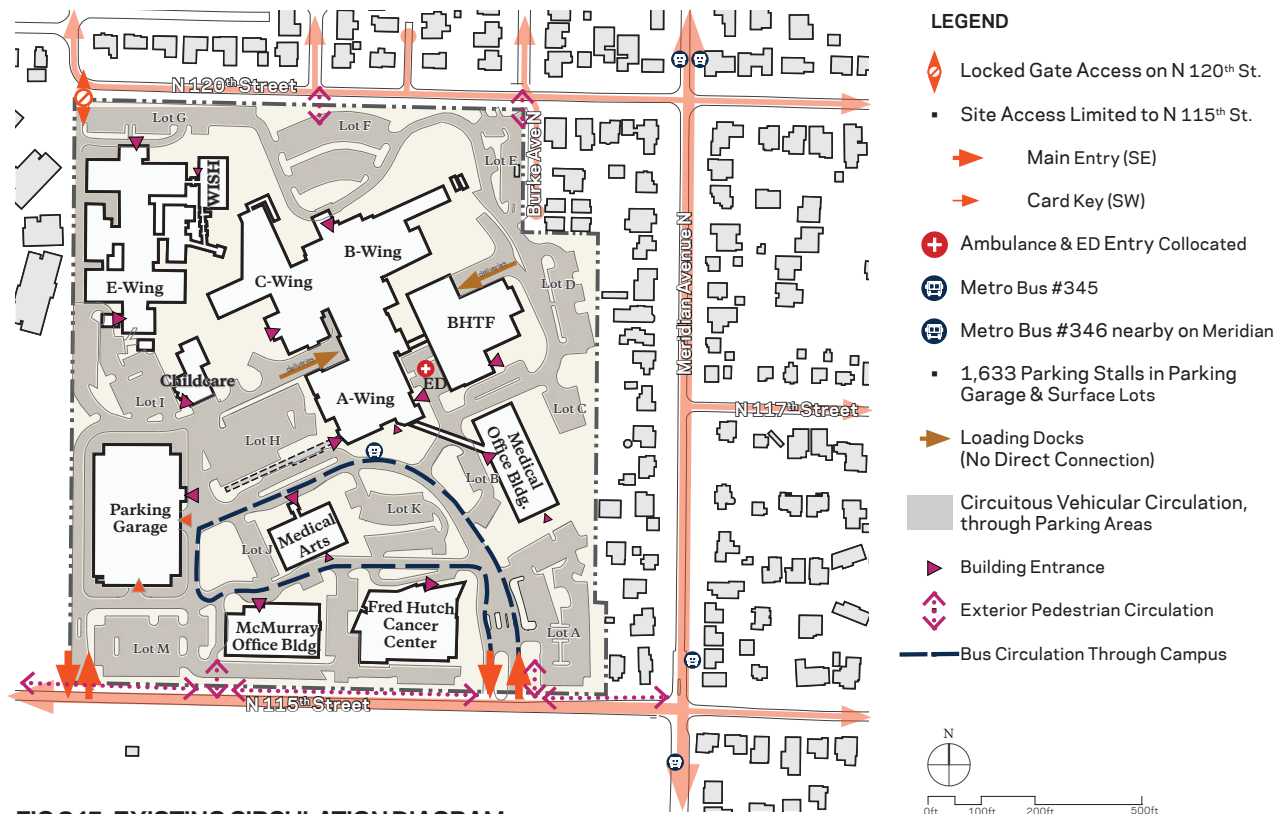


FIG 3.15 EXISTING CIRCULATION DIAGRAM

b. Future Circulation, Parking and Wayfinding

As the UWMC – Northwest campus develops to address increased regional healthcare demands, improved access to the site and additional parking stalls will be needed. The existing driveways may be reconfigured to enhance the entry/exit movement for all modes of travel, including the likely removal of the tollbooths at the east, public driveway and the gate arm at the west, staff entry. A third access point is proposed on N 115th Street to be located immediately west of McMurray Office Building, near the existing parking garage.

The development of a campus loop drive, an internal private street, would connect all three driveways, improve wayfinding, augment pedestrian sidewalks, and better accommodate transit and/or bicycle riders safely. 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. The specific alignment of this internal drive will be dependent on the location of the future development

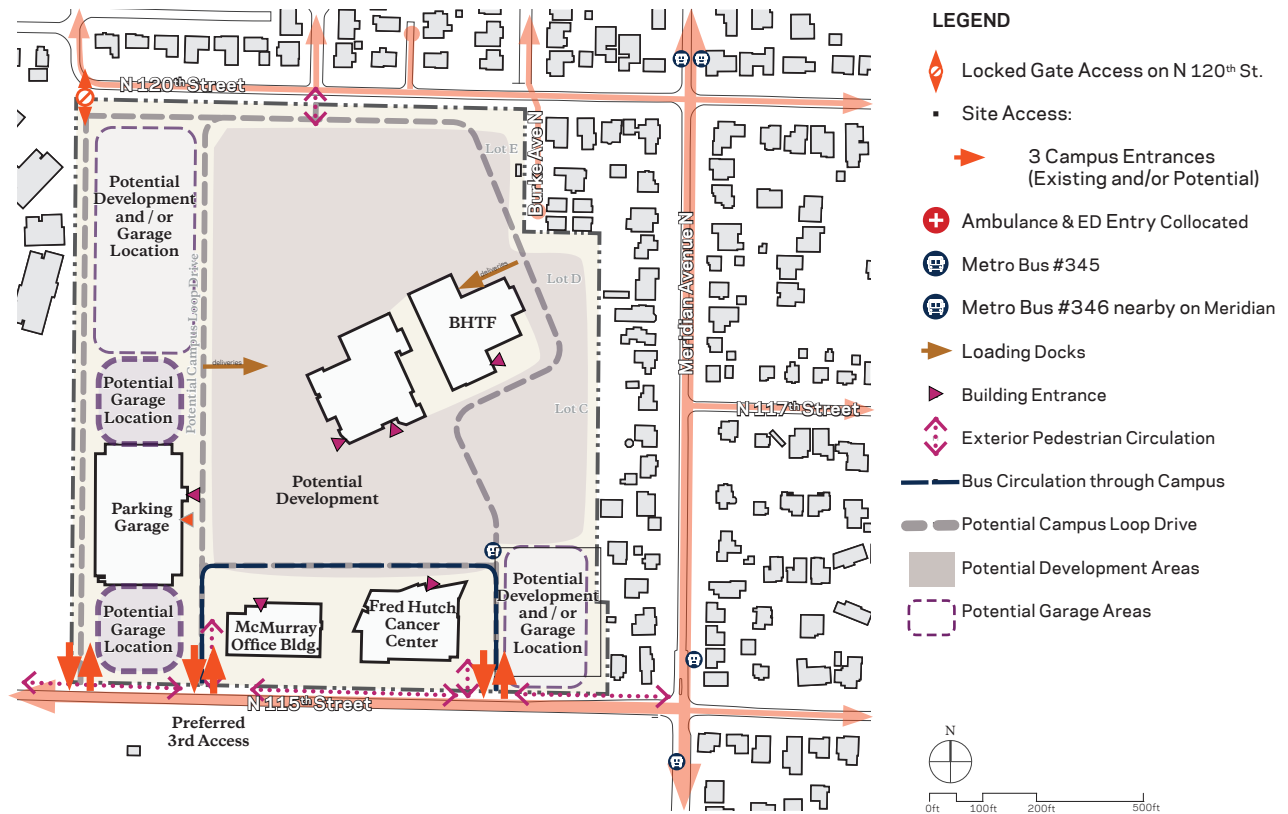


FIG 3.16 PROPOSED CIRCULATION DIAGRAM

on the campus. Each phase of development may contribute to the development of the campus drive and would ensure safe, clear campus circulation. The MIMP update does not propose any street vacations. All drives/roadways within the campus are privately owned.

Additional parking stalls will be necessary as the campus is further developed. Parking will be provided through a combination of surface and integrated or stand-alone structured parking. At least one, possibly more new above grade parking structures may be developed to accommodate the future demand. To support the 1.6 million GSF of healthcare and support functions at UWMC - Northwest, total parking supply is anticipated to grow to a maximum of 3,300 stalls (approximately 1,700 additional) in a combination of surface lots and structured parking.



FIG 4.1 'EAGLE'S SPIRIT MEMORIAL' TOTEM POLE BY ARTIST DAVID BOXLEY

IV. PROJECT REVIEW

This Chapter further provides information on the UWMC – Northwest’s Project Review Processes that takes into account non-binding design guidance detailed in Chapter V. Design Guidance. Although non-binding, design guidance will be implemented through capital project design and environmental review carried out by the UW Architectural Commission, and project design teams.

DEMOLITION

Demolition may be permitted prior to future development where authorized by any required permit. Demolition permits may be submitted in advance of a building site being selected for development and any grading work is reviewed under the Grading Code (SMC Chapter 22.170).

DEVELOPMENT PROCESS AND PHASING

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 Board approved capital budget priorities are presented to the Office of Planning & Budgeting, UW Facilities, and various boards and committees as part of the University capital budget process. These committees provide advice to the President and Provost who approve the budget before presentation to the Board of Regents . The Board of Regents is charged with

the final adoption of the capital and operating budgets for the University. These budgets are submitted to the WA Office of Financial Management (OFM) and the State Legislature.

An annual MIMP report contains information on the campus development program including new projects, on-going projects, major and minor plan changes, description of the program or structure proposed (including gross square footage), and provides the anticipated schedule for development.

DESIGN AND ENVIRONMENTAL REVIEW PROCESS

The University's processes for design and environmental review promotes design excellence and thorough site planning, to ensure new development enhances the character of the campus, while preserving critical functionality and creative problem solving. The review process provides flexibility in the application of design guidance to meet the intent of the MIMP relative to effective mitigation of a proposed project's height, bulk, and scale impacts, and improved communication and mutual understanding among the campus, neighbors, DAC/IAC, and the City of Seattle.

Major projects that will significantly alter the physical environment and experience of the campus are reviewed by the UW Architectural Commission. The design review process fosters good stewardship of the campus setting.

IMPLEMENTATION ADVISORY COMMITTEE

The City's review processes for Major Institutions involves a Development Advisory Committee (DAC) during formation of the MIMP and an Implementation Advisory Committee (IAC) to oversee project implementation. The IAC meets annually (or more often, if there are active projects) to monitor compliance with the adopted Master Plan. As dictated by SMC 23.69, members of the IAC review and comment on the following:

- Annual status report from UWMC - Northwest detailing progress the institution has made in achieving the MIMP goals and objectives;
- Progress under the campus' Transportation Management Program (TMP);

- Requests for amendments to the MIMP (IAC makes recommendations on whether the amendment is a major or minor issue and can identify any conditions that should be attached if it's granted); and
- All proposed projects developed under the provisions of the adopted MIMP.

Committee meetings (both the DAC and the IAC) are open to the public and neighbors can sign up to comment as well.

UNIVERSITY OF WASHINGTON ARCHITECTURAL COMMISSION

For projects that may result in a significant change to campus in terms of setting, public realm, visual aesthetics or pedestrian experience, the University of Washington Architectural Commission (UWAC), established in 1957, reviews and evaluates the selection of building sites, design of new buildings and public spaces, major additions and modifications to these elements, and campus plans. The UWAC is also charged with the responsibility of reviewing significant matters relative to campus planning and landscape design for new construction or renovation. Issues reviewed include but are not limited to: site circulation for vehicles and pedestrians; parking location, screening and development; placement and selection of site furnishings, signage, and lighting; the location of landscape features; open space development and connectivity; and the preservation of existing and selection of new trees and vegetation.

The UWAC advises the Regents (or their delegated authority) in the selection of design and build partners for projects that influence the campus setting, and periodically reviews the design of such projects through all design phases. The UWAC advises the administration on environmental issues as they may arise, including historic preservation, new construction, additions to existing buildings, major interior public space, renovations of existing significant buildings, and development of the campus grounds including landscape features and plantings. The UWAC considers the design guidance provided in the MIMP during its review.

SEPA ADVISORY COMMITTEE

As lead agency for State Environmental Policy Act (SEPA) review, the University prepares environmental documents, conducts environmental review, and makes final environmental determinations. Because the environmental impacts of University development in this MIMP are studied in a non-project EIS that accompanies this Plan, environmental review for specific projects authorized by the MIMP will rely on that document and the University will complete additional environmental review where appropriate, in compliance with SEPA.

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

HISTORIC RESOURCES

To aid the reviewing bodies and further ensure that historic resources are respected, the University prepares a Historic Resources Addendum (HRA) 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).

In preparing the HRA, the following information shall be provided to the extent known. Information regarding these considerations may or may not be available or relevant for a particular proposed development. The HRA shall be appropriately updated as the project evolves prior to final Regent action.

- Age of project building, adjacent buildings and open spaces.
- Information regarding architect, engineers and contractors (as available) of the original building.
- Description of interior and exterior, and site surroundings of the building or campus feature, including the traditional views of the site, if any.
- Information regarding the distinctive visible characteristics of an architectural style, or period, or of a method of construction, if any.
- Information regarding the roles of the structure, site and surroundings have played on campus and in the community, if any.

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



FIG 5.1 CAMPUSEGE AT N115TH STREET (BEFORE STREET IMPROVEMENTS)

V. DESIGN GUIDANCE

The following Design Guidance is intended to guide future planning and design of all development proposed at the UWMC – Northwest campus and to serve as a discretionary tool to provide direction to the Medical Center and its design teams. UWMC – Northwest Design Guidance address architectural design, programmatic and operational issues, campus wayfinding, access and circulation, infrastructure, inclusivity, and sustainability. The guidance will be used by the UW Architectural Commission and the campus' Implementation Advisory Committee (IAC) during their review and evaluation of proposed projects.

Future design and development of MIMP projects are intended to enhance the experience of the UWMC – Northwest campus for both its users and neighbors. The Design Guidelines are intended to assist UWMC – Northwest and the IAC in achieving the desired built campus character that best harmonizes with the surrounding Northgate and Haller Lake neighborhoods.

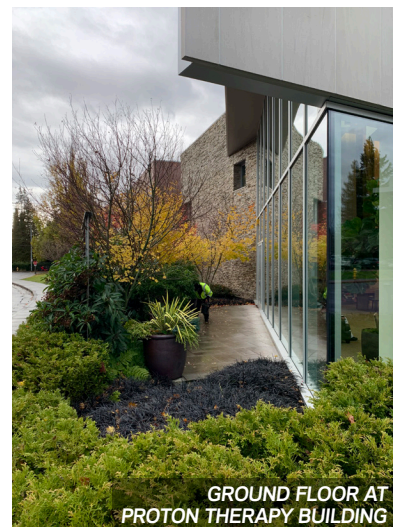
See Chapter VI for specific development standards.

ARCHITECTURE

The future growth of the UWMC - Northwest campus required to increase the capacity of services and support the teaching of medical professionals should be done in a manner that complements the existing architectural character of the campus, reflects Pacific Northwest attributes and contributes to reinforcing a welcoming and healing environment for patients, employees, and visitors.

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

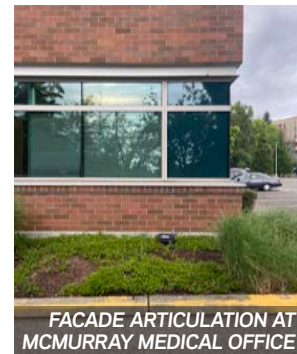
- Design all building facades and visible roofs considering architectural composition and expression for building as a whole, complementing existing architecture and adjacent campus surroundings.
- Incorporate architectural features, elements and details at the ground floor to respond to the human scale. 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 75 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 87 for Tower Separation Development Standards.

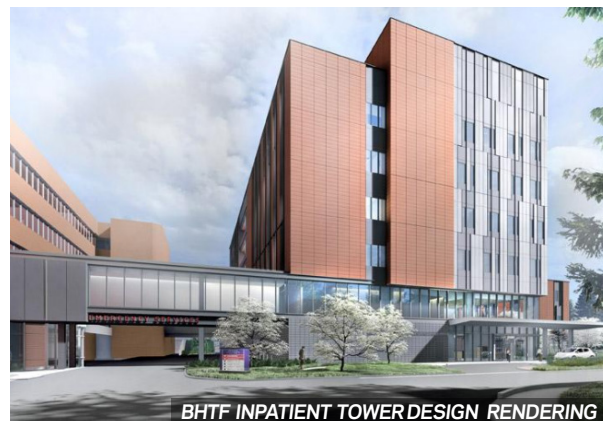


PROGRAM AND OPERATIONS

The intent for the Program and Operations guidance is to ensure smooth operation of all facilities through the various stages of development on campus. Ensuring that all inpatient, outpatient, and support facilities are planned and operationalized in a phased manner, are connected to existing operational facilities, and replace old facilities with minimal to no disruption in service.

Inpatient Facilities

- Ensure new inpatient facilities are located such that they are connected to existing hospital for continued, efficient use of existing operational facilities.
- Consider locating inpatient facilities at the center of the campus, adjacent to existing inpatient facilities.
- Design ingress and egress paths and entrances with clear and easy access to circulation paths for pedestrians, vehicles, and service access.



Outpatient Facilities

- Outpatient facilities should be located in close proximity to parking with easy access to circulation routes.
- Consider locating outpatient facilities near campus entries.



Support Facilities

- Consider locating support facilities closer to campus perimeter, in conjunction with outpatient facilities, in order to maximize

potential site area available for inpatient facilities.

- Design and locate support facilities and parking to ensure that they support multiple inpatient and outpatient facilities and are planned to accommodate current needs and future growth of the campus.

Phased Development

- Phased development should ensure that existing programmatic functions remain operational during construction and that program is properly relocated on or off site prior to demolition of any existing facilities.
- Phased development should maintain safe and efficient vehicle and pedestrian internal circulation as well as connections to adjacent streets.

Construction Considerations

- Develop and implement a construction management plan and communicate with the neighborhood about the plan.
- Ensure traffic and pedestrian flow within campus and outside is maintained through construction.
- Minimize impact to campus and neighbors for the period of construction.
- Employ state of the art building construction best practices.



PARKING GARAGE VIEW FROM
EXISTING CAMPUS DRIVE NEAR WEST BOUNDARY



CONSTRUCTION BARRICADES AT BHTF



ON-GOING CONSTRUCTION OF BHTF

SITE DESIGN

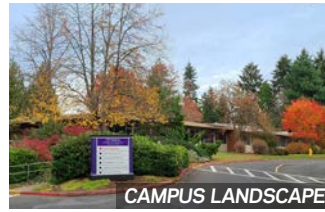
The site design of UWMC – Northwest campus should incorporate a sense of coherence and complement the aesthetic character of the campus in the design of open spaces, campus edges, and planting materials. Site design guidance help identify and maintain accessible open space throughout the campus in support of creating a welcoming and healing environment that patients, visitors, and staff can connect to directly or indirectly. The site design shall respond to special on-site conditions such as slopes, existing significant trees (such as mature, rare, or ornamental trees) as well as extend or improve off-site conditions, such as landscaping, natural areas and drives. (See Circulation on page 61 for design guidance regarding the design of pedestrian pathways and internal drives.)

General Site Design Guidance

- Exterior spaces shall provide a place of respite and a calming experience for patients, visitors, and staff.
- The medical center campus shall be designed to include and provide access to restorative landscapes and campus open spaces with seasonal sun and shade to provide outdoor comfort.
- The design and locations of physical features such as site furnishings, landscaping, pathways, and lighting should maximize pedestrian visibility and safety while fostering positive social interaction among patients, visitors, and staff.
- Consider using similar materials in plantings, paving, stairs, and walls to provide a unifying context for the site development which matches or complements existing campus and surrounding areas.
- Consider including artwork integrated into publicly accessible areas of buildings and landscaping that evokes a sense of place related to the use of the area.
- The landscape should extend the color, texture and pattern of the surrounding residential areas while maintaining the visually calming experience unique to the medical center campus.



CAMPUS EDGE, N 115TH ST



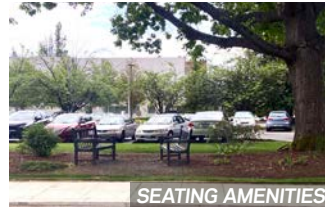
CAMPUS LANDSCAPE



PLAZA NEAR MCMURRAY OFFICE BUILDING



WATER FEATURE AND COURTYARD SEATING



SEATING AMENITIES

Landscape

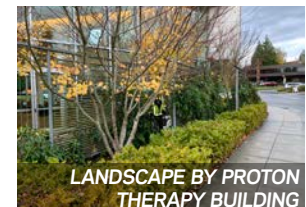
- Use landscaping to soften and enhance outdoor spaces and screen utilities, blank walls and other service and utility elements.
- Design a variety of open spaces throughout the campus that are inviting, open and complementary to adjacent facilities.
- For campus areas that abut residential neighborhoods, design landscaping to obscure undesirable campus activities.
- Landscape materials and planting should be easy to maintain, adaptive to existing site conditions and microclimates, and take into consideration drought tolerance and/or climate change adaptability.



CAMPUS LANDSCAPE NEAR A-WING



LANDSCAPE SCREENING AT WEST CAMPUS EDGE



LANDSCAPE BY PROTON THERAPY BUILDING

Lighting

- Design lighting for safety and good surveillance with minimal light pollution.
- Use methods to limit lighting impacts on adjacent properties.
- Use lighting in conjunction with other CPTED (Crime Prevention Through Environmental Design) measures to ensure a safe environment for people on campus.



TYPICAL CAMPUS POST LIGHT



TYPICAL CAMPUS POST LIGHT

Screening

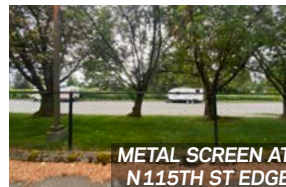
- Where necessary, use screening sensitively to soften noise and visual impacts to adjacent properties.
- Consider using planted green screens and vertical plantings, fence systems and/or landscape plantings strategically to obscure service and utility areas or buffer adjacent dwelling units.
- Design screening to minimize impact of noise producing equipment to adjacent residential neighborhoods.



BOLLARD LIGHT FIXTURES



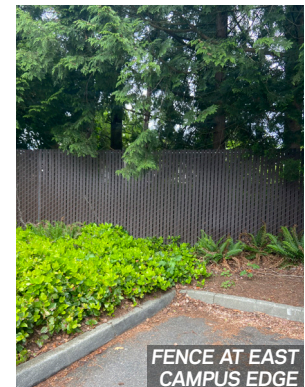
WALL MOUNTED DOWNLIGHTS



METAL SCREEN AT N 115TH ST EDGE



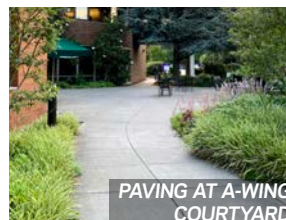
SCREENING AROUND UTILITY EQUIPMENT



FENCE AT EAST CAMPUS EDGE

Paving Materiality

- Paving materials should be selected to complement and coordinate with the campus material palette to develop a coherent campus landscape.
- Consider unit pavers and/or permeable paving options where appropriate.



PAVING AT A-WING COURTYARD



SIDEWALK PAVING AT BUS STOP NEAR A-WING

Signage

- Provide wayfinding and accessibility signage to facilitate clarity and ease in movement to and from the medical center campus.
- Consolidate wayfinding signage to reduce visual clutter.

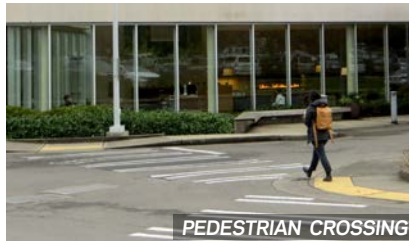


ACCESS AND CIRCULATION

Access and circulation guidance intends to ensure the campus provides a safe, accessible, and comfortable environment for patients, visitors and staff using various modes of mobility to get to and navigate the campus. The guidance also ensures that the campus is well-connected to the existing transit, pedestrian, bicycle, and vehicular circulation systems of the city.

General Access and Circulation Guidance

- Design drives and pathways to accommodate all vehicles, pedestrians, bicycles, and all other modes of travel.
- Drives, sidewalks, and campus pathways should be welcoming, open to the general public, barrier-free and ADA-accessible.
- Provide connected sidewalks and amenities (where needed) to all public uses, considering the experience of various campus users as they navigate to and from adjacent campus uses.
- Organize vehicle movement with campus facilities to complement the envisioned calming character of the campus.
- Design bike, pedestrian, and transit networks to encourage decreased reliance on single occupancy vehicle access to campus.



PEDESTRIAN CROSSING



CAMPUS ACCESS FROM N 115TH ST



COVERED WALKWAYS



PARKING GARAGE



SURFACE PARKING LOT

Vehicular Circulation

- Organize vehicle movement and parking to facilitate efficient and safe flow of traffic.
- Design vehicular access and parking facilities to optimize operational functionality and contribute to desired medical center character.
- Accommodate necessary vehicles and parking to minimize neighborhood impacts.



VEHICULAR AND PEDESTRIAN CIRCULATION AROUND A-WING

Loop Drive

- The development of the campus loop drive over time will connect all three driveways and is an internal, private street to improve wayfinding, augment pedestrian sidewalks and better accommodate transit and/or bicycle riders safely.
- Each phase of development should contribute to the development of the campus loop drive and should ensure safe, clear campus circulation throughout the incremental development of the loop drive.

Pedestrian Circulation

- Design pedestrian circulation to enhance the sense of well-being and welcome by providing access to open spaces and universal access between points of arrival and destinations.
- Pedestrian paths should provide public access through and views to the campus landscape where possible.
- Make entries easy to find, welcoming and accommodating for people of all abilities.
- Sidewalks may be designed to meet capacity needs and to visually and aesthetically connect to campus. Sidewalk design to comply with accessibility standards.



Emergency Department Access

- Provide easy and unrestricted Emergency Department access including access from parking and campus drives.
- Provide separate internal entrance and access routes to the Emergency Department for public and emergency vehicles, if possible. Include clear signage for emergency and public walk-in entrances and traffic and directional signs for ED access.



Transit

- Continue to encourage the use of public transit over driving to campus by making transit and ride-sharing an easy way to access the campus.
- Reinforce pedestrian routes that connect to transit stops as part of the transit system's quality and level of safety.
- Coordinate with transit agencies to remove bus route from campus or determine jointly acceptable bus circulation during design of internal drives for ease of movement and efficiency.



Shuttle

- Design any potential future shuttle stops at UWMC - Northwest campus to ensure ease of access to campus for all using UW shuttles.
- Consider locating future campus shuttle stops where enhanced lighting, landing areas and sidewalks can be provided.



Rideshare

- Support the expansion of mobility options such as transportation network companies, car-share, bike-share, taxis, and other shared-use service providers with priorities for connecting the campus to transit hubs like the existing and proposed light rail stations.
- Consider locating drop-off and pick-up points for ride-shares on campus where enhanced lighting, landing areas and sidewalks can be provided.



- Encourage use of new technologies to increase ease of forming, maintaining, and tracking carpools and vanpools.
- Maintain defined drop-off/pick-up areas to accommodate rideshare or on-demand services.
- Work with partner transportation agencies to further define Transportation Management Program measures.

Bicycles & Micro-mobility

- The internal drives on the campus should include a safe and accessible circulation route for bicyclists and micro-mobility users.
- See Development Standards, page 74 for bicycle parking standards.



Parking

- Parking supply needs to be calibrated with demand and UWMC's successful shifts to other modes of travel to campus. As development is planned, UWMC - Northwest will monitor the need for parking replacement or additional stalls to meet the demand throughout the campus.
- Distribute the location of structured parking and access to reduce neighborhood impact. Locate building entries, drop-offs, bus and shuttle stops, and garage entries in places that minimize pedestrian conflicts. Consider the internal flows of patient arrival and discharge in creating connections to parking and drop-off/pick-up.



- Refer to the Parking and Vehicular Circulation Development Standard for a description of defined spaces included/excluded in the parking.
- Design screening on, or in close proximity to parking structures facing abutting residential parcels to minimize visibility to/from neighboring properties and enhance building aesthetics.

INFRASTRUCTURE

The intent for Infrastructure guidance is to ensure that necessary campus services, utilities, loading and mechanical, electrical, plumbing infrastructure are designed to ensure smooth functioning of campus while not encumbering daily functioning of campus and neighbors.

Loading

- Loading docks will be located based on the functional needs of the institution. This could include a primary central dock or distributed throughout the campus as needed. The docks should be located away from major pedestrian thoroughfares and intersections to the greatest extent feasible. Refer to the Loading Berths Development Standard.
- Locate service access and loading docks to minimize impact to the adjacent neighborhood.
- While prioritizing safety, including truck driver visibility, consider using landscaping, fencing and walls to screen views of loading and utility areas, lighting, parking, and functional medical center components.

Service and Utilities

- Locate service and utility vehicle access functions to support the range of access needs and minimize impact on the neighborhood with utility vehicle movement.
- Where possible, design shared service areas and access points between several facilities.
- Allow for the length of potential delivery vehicles to ensure that sidewalks or driveways are not blocked during deliveries.

Medical Gases

- Locate gas tanks hidden from view and screen, if necessary, from adjacent open spaces.
- Refer to page 88 for Development Standards for venting and exhaust.

Stormwater

- Campus development will follow the 2021 City of Seattle Stormwater Manual, which documents construction and project stormwater controls, on-site stormwater management best management practices (BMPs), infiltration testing, plant lists and maintenance requirements.
- UWMC – Northwest follows Low Impact Development (LID) practices as a standard practice to reduce rainwater/stormwater runoff volume and improve outgoing water quality for new construction, major renovation, and other projects. Strategies should include the option of regional/campus systems while accommodating on-site mitigation when necessary to embrace a holistic, naturalized landscape character while preserving accessible open space uses.
- Employ stormwater treatment infrastructure techniques including catch basin filtration as new development occurs.
- Ensure construction and post-construction site stormwater is controlled and managed for all new development and redevelopment.
- Employ best practices for stormwater pollution prevention and good maintenance practices for facilities operations.

INCLUSION

The UWMC – Northwest campus aims to foster its surrounding and extended community through its outward facing programs, public realm improvements, and contributions that promote social equity and inclusive development. UWMC – Northwest is an active participant in community relations throughout King and Snohomish County.

Physical and public realm improvements, such as improving physical accessibility and navigation on campus, support the campus' vision of a creating a welcoming and inviting public realm for communities within and around the campus.

General Inclusion Guidance

- Continue offering health education and wellness programs for the community.
- Encourage community participation in community-based campus events.
- Share knowledge generated from sustainability research and education.
- Advance the quality of study, work and life for our campus community.

SUSTAINABILITY

Sustainability is at the core of the UWMC – Northwest’s mission, values, and ongoing culture. The UW maintains an active membership in the Association for the Advancement of Sustainability in Higher Education (AASHE), a consortium of academic institutions that are working to create a more sustainable future.

General Sustainability Guidance

- UW Medicine actively promotes strengthened pedestrian and public transit routes to encourage alternative modes of transportation. To promote multi-modal campus, integrate all modes of on-campus transportation and design drives to ensure safe and easy accessibility for users of all abilities.
- Where feasible, develop sustainable strategies for water conservation and management within the campus.
- Use the Urban Forest Management Plan to continue the stewardship of trees on campus including improving tree canopy and increasing number of shade trees where possible.
- Encourage development that maximizes open space and landscape networks on campus and use best practices for maintaining landscape.

LEED Goals

- All new buildings will strive to achieve the U.S. Green Building Council’s LEED (Leadership in Energy and Environmental Design) Silver certification or better for on-campus building construction or renovation.

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FIG 6.1 UMMC-NORTHWEST HOSPITAL A-WING, BHTF IN BACKGROUND

VI. DEVELOPMENT STANDARDS

INTRODUCTION

The following development standards regulate development of the campus with the goal of creating an active, desirable, and safe campus setting. Development standards are mandatory requirements that shall be met by all campus development unless modified by the amendment process outlined in the Seattle Municipal Code (SMC).

While Chapter V includes design guidance to be used to achieve the design intent for the campus, this chapter includes the required development standards of the underlying zoning for campus development.

The purposes of the development standards in this Chapter are to:

- Protect and promote public health, safety, and general welfare and to guide the use of land consistent with the goals and vision of the UWMC – Northwest’s MIMP,
- Increase awareness of land use decisions and their impacts; and,
- Seek to accommodate future health care growth requirements, replace aging facilities, while providing a health-centered and safe campus environment.

APPLICABLE CITY CODE

The underlying zoning of the UWMC – Northwest campus is overwritten by the Major Institution Overlay (MIO), as shown on page 27. As of the date of this Master Plan, the development standards of the underlying zoning are found in the provisions of SMC Chapters 23.45 (see Appendix B for zoning map). Parking standards as indicated by 23.54.030 apply to the campus unless otherwise specified in the chapter herein. SMC 23.54.016.B will be superseded by the development standards in this chapter.

The MIMP's development standards specifically modify the development standards of the campus' underlying zoning, as allowed by SMC 23.69.006.A. The development standards in this Chapter are tailored to the UWMC – Northwest campus and its local setting. In addition, they are intended to allow development flexibility and improve compatibility with the surrounding uses.

The underlying zoning of the UWMC – Northwest campus is Lowrise 2, and at the time of MIMP adoption, the Land Use Code establishes development standards for "institutions" within the Lowrise zone. See SMC 23.45.570. Many of these standards are impractical for major institution development within a campus. For example, standards for Floor Area Ratio and Green Factor, as well as yards, setbacks, and parking location regulate structures on a lot-by-lot basis rather than campus-wide. This Development Standards Chapter V is intended to supersede the institution development standards of the underlying zone, whether or not a specific standard is mentioned herein.

UWMC – Northwest development remains subject to all other City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200. Prior to issuance of any demolition, excavation, shoring or construction permit, the UWMC will provide a Construction Management Plan that has been approved by SDOT.

Please reference Appendix C for Minor and Major Amendment definitions and an outline of the Amendment process.

DEVELOPMENT STANDARDS

The total development capacity permitted in this MIMP shall be 1.6 million GSF, as explained in Chapter III. Note some areas are excluded from the capacity calculations. These exclusions include but are not limited to the following:

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 MIMP proposes new height overlays and setbacks as seen in Chapter III. B. Actual building footprints and massing may not require the full building height allowance as shown in the MIMP Alternative or the Potential Development Strategies illustrated in Appendix F.

Maximum Campus Development: 1,600,000 SF

For ease of use, the following development standards for the UWMC – Northwest campus are listed in alphabetical order.

BICYCLE PARKING

Intent: Provide a system of long- and short-term bicycle parking areas that meets the demand of patients, employees and visitors and encourages use of bicycles to access the campus.

Standards: Bicycle parking shall be provided on the campus for long-term and short-term users within a reasonable vicinity of each building. Long-term bicycle parking shall be provided at an accessible and safe, preferably covered location that is convenient to access buildings. With the completion of the Behavioral Health Teaching Facility, the campus parking supply will include 53 short-term and 71 long-term bike parking spaces. Given the observed peak bike parking demand of the campus (0.01 spaces per 1,000 gsf of the campus, based on two days of observations during the peak period in April 2023 with sunny conditions) no additional bike parking is likely needed.

UWMC – Northwest recognizes the importance of bike parking as an element of the Transportation Management Program. As such, the short-term and long-term parking will be monitored and reported as part of the CTR process. Periodically, this may also include a summertime observation. If warranted based on demand, additional short-term or long-term bike parking stalls will be added to the campus where needed based on demand. The location and design of future bike parking will be reviewed as part of specific development projects. Current City guidelines will be considered in that review process.

BLANK WALLS AND GROUND FLOOR FAÇADE

Intent: Encourage a welcoming, safe, and inviting exterior at the ground floor level. Building facades constructed along public rights of way and along internal campus drives should have limited stretches of blank walls to improve wayfinding, entry, visibility, and transparency of buildings along pedestrian pathways.

Standards: Blank walls at ground floor can be defined 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. Design of ground level façades that meet this criterion shall include 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.

The structure width, structure depth, and façade length limits of the underlying zoning do not apply within the MIO.

BUILDING HEIGHTS & EXCEPTIONS

Intent: Provide standards for maximum height of development on the site. This is based on the need for growth within the campus and to create a volumetric relationship at campus edges next to the residential neighborhood.

Standards: Maximum building heights for campus development are identified in Figure 3.7 Per SMC 23.69.004, Major Institution Overlay (MIO)

Districts are designated with assigned height limits from a list of prescribed options. Institutions have the ability to indicate a taller height from this list and self-impose a lower height (since the option does not currently exist). For UWMC – Northwest, the MIO height limits are the following:

- MIO – 65 feet,
- MIO – 105 feet,
- MIO – 160 feet / Conditioned to 145 feet; and,
- MIO – 200 feet / Conditioned to 175 feet.

Building height is measured from the average grade level at the building footprint, up to the highest point of the wall of the structure per SMC 23.86.006. The following functions are excluded from building height measurement to the extent specified below.

Height Limit Exceptions

- Rooftop features, such as stair and elevator penthouses, chimneys, mechanical equipment, telecommunications equipment (including antennae and dishes), mechanical penthouse, greenhouses, and open mesh screening may extend up to 20 feet above the maximum MIO height limit provided the combined area of all such rooftop features does not exceed 75 percent of the building's rooftop area.
- Free-standing telecommunications, utilities and other accessory communications equipment and flagpoles are exempt from the height controls. Free-standing telecommunications equipment must be located at least 100 feet from property boundaries if height limits are exceeded.
- Fume hood exhaust ducts are exempt from height controls and screening may be used to help visually obscure ducts.

BUILDING SETBACKS

Intent: Provide space between residential land uses adjacent to the MIO and campus buildings near the MIO boundary.

Standards: Setbacks from the MIO boundary are required for new buildings located near the campus perimeter. Building setbacks are 20 feet from N 115th Street and 40 feet on all other property edges (Preferred Alternative, See Figure 3.8 on page 29). No ground level building setbacks are required between structures internal to campus.

Other functions can be located within the setback areas provided they are consistent with the intent of the setbacks. Structures permitted within setbacks 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.

These development standards expressly supersede the setback and yard requirements of the underlying zone.

LANDSCAPE & OPEN SPACE

Intent: 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.

Standards: 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 of 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 campus-wide strategy employed by UWMC – Northwest.

The minimum open space for the campus shall be 20%. 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. 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.

LIGHTING

Intent: Because exterior lighting is necessary for the campus to function at all hours and to ensure the safety of patients, employees, and visitors, provide for a safe campus that is active 24-hours-a-day, with shift schedules, deliveries, and emergencies. Avoid excessive light spillover to adjacent properties which negatively affects neighboring uses.

Standards: Exterior lighting shall be designed and managed to realize efficient use of energy and limit light pollution. Design solutions shall minimize light levels without sacrificing the perception of brightness. Lighting should strive to create an outdoor environment that feels comfortable during dark hours and clearly indicates destinations to aid navigation for pedestrians, bicyclists, and vehicles.

To the extent possible, exterior lighting shall be shielded or directed away from structures in adjacent residential zoned areas and rights of way. Light standards shall be tall enough to allow effective shielding and direction while still providing sufficient illumination, as determined by the lighting designer or other qualified professional.

LOADING BERTHS

Intent: Simplify/centralize loading areas for servicing and routine operations, including mail delivery, garbage pickup, building maintenance, food delivery, and other activities that require movement of items to and from buildings using vehicles (not including passenger loading zones).

Standards: The number of loading berths needed to support the campus functions have been developed based on a comprehensive analysis of the current operations. Within this MIMP, the primary campus deliveries will likely be consolidated at two primary locations. Depending on the nature and location of future development, auxiliary berths may be provided but are not required for individual buildings. Based on the analysis, projected demands for the campus under build-out of the 1.6M GSF of the MIMP, is 9 loading berths. This number is based on data collected in 2023 and an assumed number of delivery hours for the berth(s). At the time of future project design and development, if an analysis of the loading dock operations suggests a reduction in berths is supported, that will be allowed. The goal of the campus is to provide the minimum number of loading berths, while minimizing impacts to adjacent properties and providing safe and efficient campus circulation.

Loading functions will occur from internal drives on the campus, minimizing any impacts to the public right-of-way (ROW). Load/unload zones adjacent to future development will be considered in order to accommodate short-term parcel deliveries; similar to today's functions.

LOT COVERAGE

Intent: Ensure that lot coverage balances the required development density along with preservation, maintenance and creation of open spaces in the campus.

Standards: 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. The maximum lot coverage for the campus shall not exceed 48%. Development standards for lot coverage supersede underlying zoning.

PARKING AND VEHICULAR CIRCULATION

Intent: Ensure that UWMC – Northwest is provided with adequate, convenient, and safe vehicular circulation and parking throughout campus. Vehicular parking provided should be able to meet the long-term and short-term parking needs of users throughout various times of day.

Standards: Parking is planned on a campus-wide basis and needs for parking near new development are assessed concurrently with development planning. Assuming the same percentage of medical office space, as a percentage of the campus development, results in a maximum parking supply of 3,300. The parking supply will be constructed as development occurs. When garages are constructed the parking supply may precede the incremental demand. Bicycle loading spaces, UW vehicle spaces, physical plant vehicle spaces, shuttle, UCAR, miscellaneous restricted parking spaces, and off-campus leased or owned spaces are not counted toward the vehicle parking maximum. Square footage associated with structured parking is not counted against the 1.6 million square foot growth allowance in the MIMP. (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 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 needs.)

Parking lots and garages may contain standard and small vehicle spaces. No minimum parking stall size is required. The standard size to use in design planning for standard vehicle spaces may be approximately 8.5 feet in width and 19 feet in length. The standard size to use in design planning for small vehicle spaces may be approximately 8 feet in width by 16 feet in length.

ADA compliant parking is distributed and assigned around campus to accommodate need. Parking design shall be logical and easy to access with entry points concentrated along streets with low volumes of pedestrian and bike traffic. For parking access from internal drives/roadways owned by UW Medicine, UWMC has the discretion to locate parking access consistent with other standards in this MIMP.

A campus loop drive will be developed in phases with adjacent development and may be located within building setback areas. The loop drive must be located at least 20 feet from property edges abutting residential neighbors (measured from the nearest back of curb). Non-emergency vehicular circulation on-campus will be limited to 15 miles per hour or lower.

PEDESTRIAN CIRCULATION

Intent: Encourage pedestrian trips between campus buildings and spaces by enhancing the sense of well-being and welcome through universal pedestrian access to open spaces and between points of arrival and campus destinations.

Standards: Sidewalks shall provide a safe means of passage with designated crossings, adequate lighting, and wayfinding. New sidewalks shall be a minimum of 5 feet in width and comply with accessibility standards.

PUBLIC STREET IMPROVEMENTS

Intent: Enhance safety and multi-modal transportation of adjacent city streets and rights-of-way immediate to the UWMC – Northwest campus.

Standards: Public street improvements have been completed for recent campus development projects for N. 115th Street, N. 120th Street and Burke Avenue N. per SDOT approval. Limited modifications to the N. 115th Street may be needed to accommodate the proposed access point only. See Figures 6.4-6.7 for approved street cross sections for this MIMP.



FIG 6.2 PUBLIC STREET IMPROVEMENTS AT N 120TH ST & BURKE AVE N



FIG 6.3 PUBLIC STREET IMPROVEMENTS AT N 115TH ST

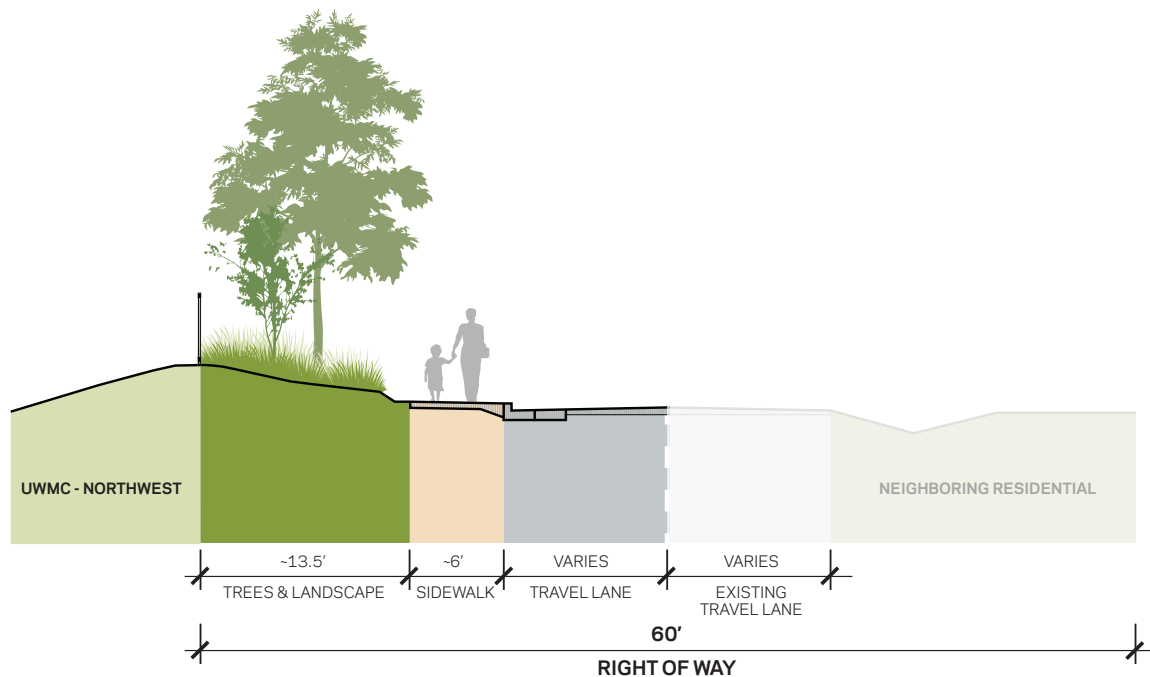


FIG 6.4 STREET SECTION AT N 120TH ST - NORTHWEST CAMPUS EDGE

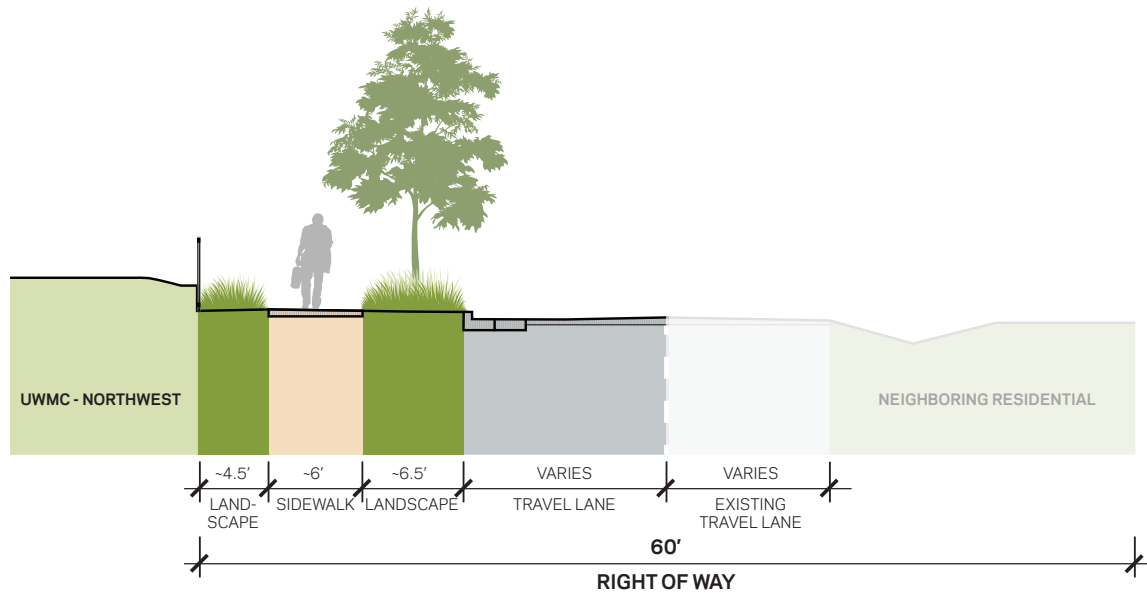


FIG 6.5 STREET SECTION AT N120TH ST - NORTH CAMPUS EDGE

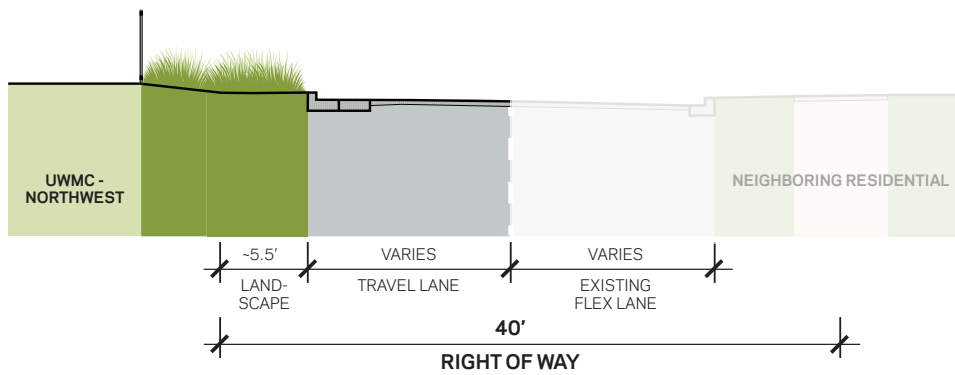


FIG 6.6 STREET SECTION AT BURKE AVE N - NORTHEAST CAMPUS EDGE

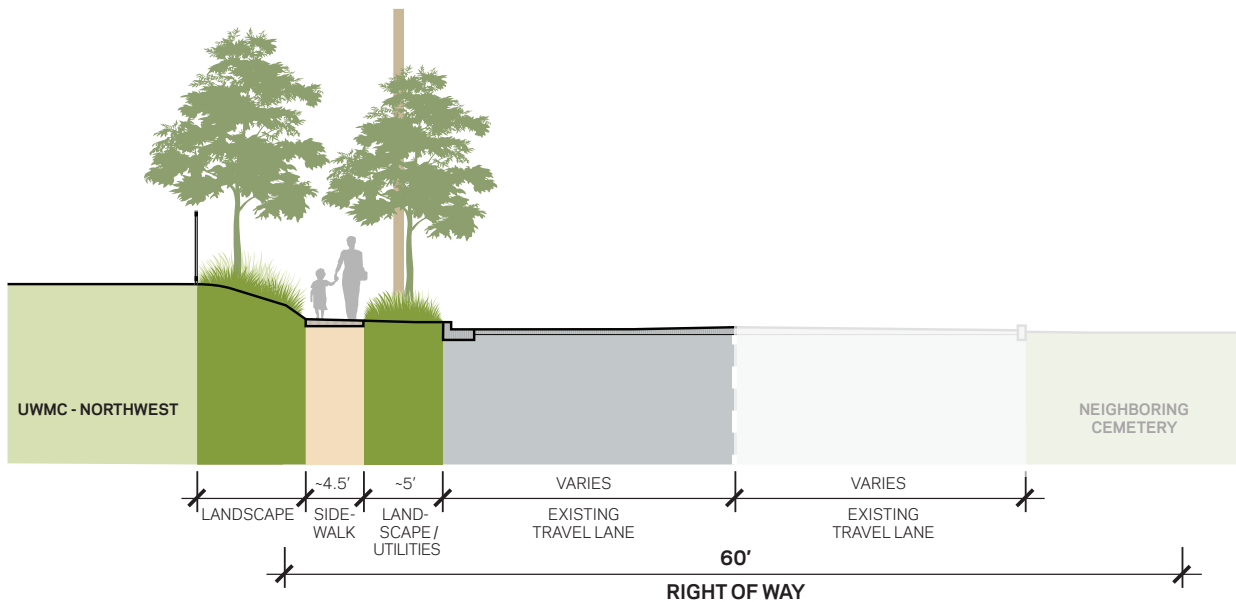


FIG 6.7 STREET SECTION AT N115TH ST - SOUTH CAMPUS EDGE, TYPICAL CONDITION

SCREENING

Intent: Provide visual screening to reasonably obscure a view from adjacent properties to campus utility equipment, support service areas (such as loading berths), and/or surface parking operations.

Standards: Screening shall be implemented for new development through the use of vegetation, trees, fences, walls, or other materials. Proposed screening will be reviewed by the University's design review process and the IAC. The screening requirements of the underlying zone, including SMC 3.54.570.G.3 (screening for institutional parking) and 23.45.536 (screening for parking generally), do not apply within the MIMP. Screening will be maintained.

SIGNS AND BANNERS

Intent: Utilize wayfinding techniques to help members of the public efficiently locate their destinations on campus and encourage the design of signs that welcome and invite rather than demand attention. The following define the intent for signs and banners on campus:

- Curb the proliferation of signs,
- Enhance the visual environment in harmony with campus surroundings,
- Protect public interest and safety; and,
- Convey useful information.

Standards: The landscape and significant buildings should dominate the campus experience. Signage should not compete for attention in scale, character, or color. Sign design should be consistent with UW Medicine branding standards. All permanent monument signs are reviewed by the University's Design Review Board. Construction and temporary, short-term signs are reviewed by UWMC – Northwest Facilities Department.

The standards in this section expressly supersede sign regulations of the Land Use Code, currently codified at Chapter 23.55 SMC, and authorizes signs of all sorts subject to the standards in this section.

Permanent signs and banners that are visible from non-campus property shall be limited to 150 square feet per sign. All other signs shall be limited to 50

square feet. Freestanding signage may be located within building setbacks.

- Illuminated signs shall be utilized only in special circumstances and for wayfinding, shall be minimal and the light source must be shielded from view.
- Freestanding signs shall be limited to 12 feet in height.
- Temporary signs and banners are authorized uses within the MIO and may be erected to promote strategic brand messages, publicize special events or for emergency communications.
- Entrance signs, digital and reader board traffic and directional signs shall be exempt from these standards.
- Signs require internal UWMC - Northwest approval.

SKYBRIDGES AND BUILDING CONNECTIONS

Intent: Facilitate operational efficiencies on upper floors, particularly between towers when requiring connection at grade creates adverse conditions for patient care or staff operations.

Standards: 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.

STORMWATER MANAGEMENT

Intent: Integrate natural stormwater systems into the overall landscape character of the campus to create visual interest and functional benefit.

Standards: Regional/campus systems and individual project stormwater mitigation systems are allowed. Strategies shall prioritize regional/campus systems while accommodating on-site mitigation when necessary to embrace a holistic, naturalized landscape character while preserving accessible open space uses.

TELECOMMUNICATIONS EQUIPMENT

Intent: Accommodate electronic communication as an integral element in all functions of UWMC – Northwest. Telecommunication infrastructure may require continual improvements. Wireless communication is an important transport medium for video, data, and voice.

Standards: Siting and Design Considerations:

Antenna installations do not constitute a major change or material expansion to a facility or structure. Therefore, the siting of antennae is considered to be a minor modification to a site or building. This ensures that the UWMC – Northwest can respond rapidly to changing technologies and priorities, with internal campus design review.

It is preferable to locate antennae adjacent to support space/electrical shelters and on the ground to accommodate size and minimize vibration. Roof top installations, consistent with building code and any other life-safety requirements, are also acceptable and better satisfy space and security requirements; however, wind loads and space requirements for associated equipment may be considered. All antennae, including dish antenna or equivalent, of any size is permitted within the MIO and is an exception to the height limits as described above.

The campus shall consider the following when siting ground or roof top antenna on campus:

- Public Health and Safety — the campus shall comply with the health and safety regulations of the Federal Communications Commission (FCC).
- Aesthetics — insofar as practicable, telecommunication facilities shall be integrated with the design of the building to provide an appearance as compatible as possible with the structure or use methods to screen or conceal the facilities. New antennae shall be consolidated with existing antennae and mechanical equipment as much as practicable. Ground locations shall be screened appropriately with buildings or landscaping and shall not be located in significant open spaces.

Architectural suitability and character of the building shall be considered for roof top installations. Technical issues such as “line-of-sight” shall be balanced with aesthetic considerations.

- Security — all telecommunications facilities shall be secured to prevent vandalism. Design shall be appropriate to the potential risk and may take many different forms, such as fencing, landscaping, etc.

See also Building Setbacks and Building Height standards for additional development standards applicable to telecommunications equipment.

TEMPORARY FACILITIES

Intent: Allow temporary facilities when necessary to meet short-term facility needs.

Standards: While UWMC – Northwest discourages temporary facilities, due to the need for temporary surge space during construction and continuing departmental space shortages for departmental units, temporary facilities may represent the only viable alternative for short-term occupancy. UWMC – Northwest has policies and procedures in place to review and approve temporary facilities. These facilities may include trailers, mobile offices, prefabricated buildings, modular buildings, or other structures/facilities and leased/acquired for short-term use. Temporary facilities are exempt from land use procedures.

Temporary structures shall be designated for a specific length of time. The UWMC – Northwest campus design review program shall evaluate the need and timeframe as well as any requests for extensions of temporary facilities. Tents are not considered temporary facilities and can be set-up without design review.

TOWER SEPARATION

Intent: Provide access to daylight and views from patient rooms while preserving patient privacy.

Standards: Towers are portions of a building above 70 feet if the total building height is 150 feet or taller. Where towers are located in proximity to each other a minimum distance of 50 feet shall be maintained between them. Consideration for tower orientation and placement should include access to daylight and views and patient privacy.

VENTING & EXHAUST

Intent: Minimize and prevent odors and exhaust for pedestrians on and immediately adjacent to campus.

Standards: Any exhaust ducts, registers, or vents that open at the ground level shall be vented a minimum of 10 feet above an abutting sidewalk and directed away from where people walk or congregate.



FIG 7.1 EXISTING TRANSPORTATION INFRASTRUCTURE ON CAMPUS

VII. TRANSPORTATION MANAGEMENT PROGRAM

This chapter identifies the key elements of the Transportation Management Plan (TMP) as defined in SMC 23.69.030 F. The minimum requirements of the TMP as defined in this SMC section include:

- A description of existing and planned parking, loading and service facilities, and bicycle, pedestrian and traffic circulation systems within the institutional boundaries and the relationship of these facilities and systems to the external street system. This shall include a description of the Major Institution's impact on traffic and parking in the surrounding area; and,
- Specific institutional programs to reduce traffic impacts and to encourage the use of public transit, carpools and other alternatives to single-occupant vehicles. Any specific agreements with the City for the provision of alternative modes of transportation shall also be included.

This document also identifies TMP strategies that the UWMC – Northwest is committing to along with a list of potential measures that could be implemented if the single occupancy vehicle (SOV) targets are not met.

CAMPUS ACCESS / CIRCULATION

Access to the UWMC – Northwest campus is currently provided by two driveways along N 115th Street. The westernmost driveway, located along

the west site boundary, is card key accessed for monthly parking. General purpose access and non-monthly parking is accessed via the eastern driveway. A third driveway is provided along N 120th Street. This driveway is gated and is only used for oversized vehicle access or in the event of emergencies.

The UWMC - Northwest campus has two transit routes that operate within close proximity to the campus, including King County Metro Route 345, which connects the Northgate ST Light Rail Station (Northgate Station) with Shoreline Community College with 20- to 30-minute headways, and stops on the Medical Center site. Sound Transit's Northgate Station is located approximately 1.2 miles southeast from the site. Current light rail service provides connections to areas south of Northgate with 4- to 6-minute headways during the peak periods. Route 346 has stops in close proximity to the campus (located at Meridian Avenue N/N 115th Street east of campus), and also provides service to the Northgate Station. Both Metro routes 345 and 346 continue north/south along Meridian Avenue N. The RapidRide E Line operates along Aurora Ave N, west of the campus. The walking distance to the closest stops for the RapidRide E line are approximately ½ mile away. Continuous pedestrian connections are provided between these transit stops and the campus. Roadways with sidewalks and/or a minimum of a 4 feet paved or gravel shoulder and crosswalks are shown in Figure 7.2.

Sound Transit's Link Light Rail service will be extended to Lynnwood (Lynnwood Link Extension) with operations expected to start in 2024 with 4 added stations with similar headways to existing Link Light Rail. Following the opening of the initial Lynnwood Extension, the NE 130th Street infill Station is anticipated to open in 2026. Both the Northgate Station and the N 130th Street station are located approximately 1.2 miles from the campus. King County route plan changes are expected once the N 130th Street station is operational, however, the specific changes have not been finalized. Additional system expansions are planned to be completed between 2025 and 2044 which would result in service to Everett, Bellevue, Redmond, Federal Way, Tacoma, Kirkland, Issaquah, Ballard, and West Seattle.

Meridian Avenue N includes a signed bicycle route. This route connects to sharrows to the north along N 125th Street and a protected bike lane south of N Northgate Way. Additionally, the Interurban Trail is located west of Aurora Avenue N. It is a 24-mile multipurpose trail running from Seattle to Everett.

With the proposed master plan, the preferred plan includes a third signalized access point along N 115th Street between the two existing driveways. On-site circulation will be improved with a loop road that allows visitors, patients, and staff to circulate around the campus in a more efficient manner. This will allow for improved access to future parking areas and improve truck and emergency vehicle circulation routes.

Improvements to the south side of N 120th Street, along the campus frontage were recently completed as part of the Behavioral Health Teaching



FIG 7.2 PEDESTRIAN / TRANSIT CONNECTIVITY MAP

Facility (BHTF) project. These improvements include construction of curb, gutter, sidewalk, and a landscaping strip.

Additional planned improvement projects in the vicinity of the campus to be completed by others are reviewed below. These are based on a review of the City's 2023-2028 Proposed Capital Improvement Program (CIP) and the 2021-2024 Seattle Bicycle Master Plan.

- The Ashworth Avenue N Neighborhood Greenway is planned to be completed by 2024 and would extend from N 135th Street to N 120th Street connecting to Northgate Elementary School and Ingraham High School. Within the study area at the Meridian Avenue N/N 120th Street intersection, the project would install curb ramps at 4 corners, full concrete curbs at NE and NW corners to connect to the existing bus pads, add a marked crosswalk on the north leg, and paint two curb bulbs at the SE and SW corners.
- Two safety improvement projects to be completed by SDOT include: (1) Aurora Avenue North Safety Improvements project and (2) N 130th Street Vision Zero Safety Corridor. Elements anticipated with these projects include: construction of new sidewalks, transit improvements, medians/access management, lighting, signalized crossings, potential roadway channelization changes, added bike lanes, reduced speed limits.
- N 117th Street and N 120th Street between Meridian and 1st Avenues by Seattle Public Utilities (SPU). This project is intended to improve drainage and water quality for Thornton Creek, improve pedestrian facilities and provide traffic calming features.
- Painted bike lanes are proposed to be added along Meridian Avenue between N 117th Street and N 120th Street as noted on SDOT's Planned Bike Facilities map.

An update to Seattle Transportation Plan is currently underway. Although the plan has not been adopted at the time of this publication, additional pedestrian and bike improvements are identified in the Northgate area.

CAMPUS PARKING

The parking proposed under this Master Plan represents a balance of the needs of the institution to serve patients and visitors, minimize parking impacts in the surrounding neighborhood, and at the same time set the supply at a level that can discourage employee SOV usage when coupled with the individual TMP strategies.

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 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.

CAMPUS TRAFFIC

With the full buildout of the MIMP by 2040, a campus total of up to 1,600,000 gsf, is forecast to generate 1,417 vehicle trips during the weekday AM peak hour and 1,176 vehicle trips during the weekday PM peak hour. These forecasts are based on the current 75 percent SOV rate as last identified for the campus in the 2019 Commute Trip Reduction (CTR) survey. Assuming an improvement in the SOV rate to 50 percent, the vehicular trips would be reduced by approximately 330 trips and 280 trips in the AM and PM peak hours, respectively. With a decrease in SOV trips, increases in walk, bike, and transit trips of up to 175 person trips during the peak hours.

LOADING AND SERVICE FACILITIES

With the completion of the Behavioral 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 was established. At the time of these observations, the BHTF docks and facility were not operational. The data collected demonstrate that the facility needs fewer berths than would be required under the SMC. 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. Loading and service facilities will be designed to reduce any loading from the adjacent public rights-of-way. The facilities will be designed to accommodate larger on-site tractor trailers.

TMP GOAL

A 50% SOV goal has been identified consistent with SMC 23.54.016 C requirements and the City's Comprehensive Plan target for the Northgate Urban Center (see Transportation Figure 1, City's Comprehensive Plan, Seattle 2035).

The SOV goal applies to CTR affected UWMC – Northwest full-time employees. The SOV percentage is measured based on SOV trips occurring during the weekday PM peak hour (4:00-6:00 PM), divided by the total number of Commute Trip Reduction (CTR) affected employees. The TMP SOV goal focuses on the PM peak hour as that is the period with the highest congestion levels of the adjacent streets. Reducing SOV trips during that time period will reduce congestion on the local streets surrounding the site or more regional routes such as I-5 or Aurora Avenue N (SR 99). While the SOV rates are calculated based on the definition noted above, the programs that have been described in this TMP are available to all employees associated with the UWMC – Northwest campus.

The institution has been actively administering its TMP program. A 2019 CTR survey showed an SOV rate of approximately 75%. Note that the goal of 50% SOV represents a reduction in 25 percent from the current SOV rate of approximately 75%.

As illustrated in Figure 7.3, there are nine components of the TMP, each one contributing towards the success of the overall TMP program.

1. Transit
2. Shared-Use Transportation
3. Parking Management
4. Bicycle
5. Pedestrian
6. Marketing and Education
7. Telecommuting
8. Institutional Policies
9. Monitor and Evaluate

Updates to the TMP will be made as needed to achieve the TMP goal.

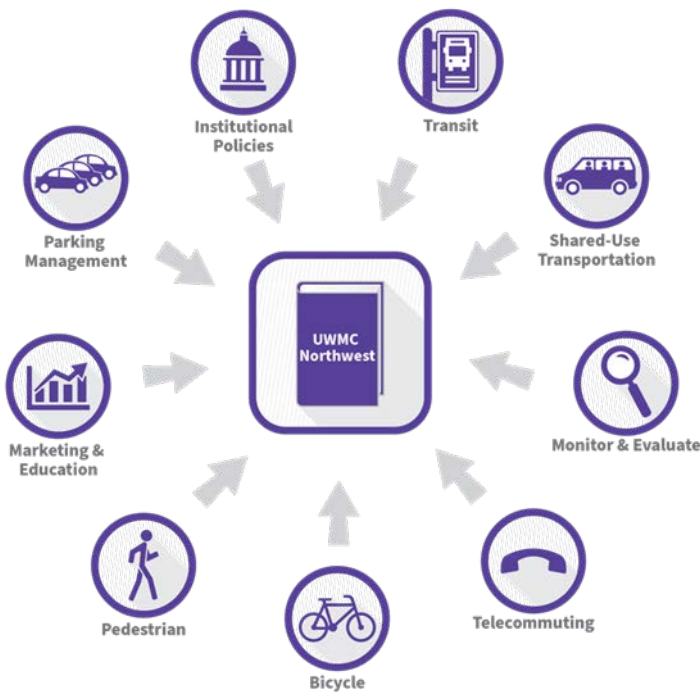


FIG 7.3 TMP COMPONENTS

Updates are made based on the monitoring and reporting requirements outlined in the SMC. Under each of the nine TMP components is a list of committed and potential strategies. These lists include those strategies that UWMC – Northwest are committed to implementing as part of the current TMP. Potential strategies are identified that could be implemented in the future should additional strategies be needed to meet the SOV goal. These strategies that may be implemented one at a time or in combination with other strategies. UWMC - Northwest may choose among these strategies or others that may be discovered during the life of the TMP, if such measures appear likely to better further the objectives of limiting vehicle trips and encouraging the use of alternative modes. Note that these strategy lists do not reflect any prioritization. Prioritization will be determined on a year-to-year assessment of the CTR survey results.

TRANSIT

The transit element of the TMP identifies strategies to increase utilization of transit by UWMC - Northwest employees. An integrated transit network allows users the flexibility to travel in a variety of modes and provides choices to reduce SOV trips.

A number of TMP strategies have been identified; including some that are currently in practice, or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- 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 Transit Strategies

- Provide a shuttle between the nearby light rail station(s) and the campus for the first/last mile connection.

SHARED-USE TRANSPORTATION

Shared use transportation includes a range of methods for providing flexible travel options through the sharing of transportation resources. Currently, the UWMC - Northwest transportation coordinator helps facilitate carpools and vanpools to and from the medical campus. Regional ride match service allows site employees to receive a list of potential commuters who live nearby. It is up to the individual to organize a carpool or vanpool.

A number of TMP strategies have been identified; including some that are currently in practice, or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- 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.

Potential Shared-Use Strategies

- Encourage use of new technologies to increase ease of forming carpools and vanpools on a flexible need basis. Future opportunities may exist to leverage technology to assist in ride matching.

- Partner with transit agencies to focus increased carpool/vanpool efforts on users and geographic areas currently not well served by transit.
- Consider the use of mobility options such as transportation network companies, car-share, , taxis, and other shared-use service providers. If employee interest exists, UWMC - Northwest will coordinate with Ride Share Companies and provide designated spaces if there is interest.

PARKING MANAGEMENT

The parking proposed under this Master Plan represents a balance of the needs of the institution to serve patients and visitors, minimize parking impacts in the surrounding neighborhood, and at the same time set the supply at a level that can discourage employee single occupancy vehicle (SOV) usage when coupled with the individual TMP strategies.

A number of TMP strategies have been identified; including some that are currently in practice or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- 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.

Potential Parking Management Strategies

- Develop pricing strategies that encourage single day pricing structures, in lieu of monthly parking rates.

BICYCLE

The UWMC has supported bicycle commuting through infrastructure and programming and will continue to invest in the capacity and security of campus bicycle parking, quality of campus routes and encouragement programming to accommodate growth in the number of bicyclists reaching the campus.

A number of TMP strategies have been identified; including some that are currently in practice or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- 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.

Potential Bicycle Usage Strategies

- Programs including bicyclist safety training and bicycle maintenance offered throughout the year in various media formats.
- Encourage local transit agencies to identify strategies for accommodating increasing bicycle travel demand on transit.
- Monitor the existing bike parking supply throughout the campus and supplement the supply or locations as needed to encourage bicycle use.
- Consider bike share programs.
- Expand shower facilities with future development occurring under this master plan if needed.

- Investigate opportunities for alternative mode incentives within the confines of the state employee regulations.

PEDESTRIAN

Everyone is a pedestrian at some point in their trip. For the UWMC - Northwest site, staff walk from parking, from the transit stops, between buildings, and to and from bicycle parking.

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 the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- 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.

Potential Pedestrian Strategies

- Expand shower facilities with future development occurring under this master plan if needed
- Investigate opportunities for alternative mode incentives within the confines of the state employee regulations.

MARKETING AND EDUCATION

Marketing and education is essential to build understanding and support of the TMP's goals and objectives. The transportation coordinator (TC) role ensures that all aspects of the TMP are promoted and implemented. The TC ensures that commuter information resources are provided consistently to employees and consistently market to and educate site employees on alternatives to driving alone.

A number of TMP strategies have been identified; including some that are currently in practice or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- 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.

Potential Marketing and Education Strategies

- Promote national modal days (e.g., Bike Everywhere Month, etc.)

TELECOMMUTING

Based on the nature of the services provided at the campus, telecommuting for the majority of medical center staff is not practical. Provisions for telecommuting or hybrid work will be based on the functional requirements of the job and the needs of the campus administration.

A number of TMP strategies have been identified; including some that are currently in practice or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- Establish policies and promote telecommuting, hybrid, flex-time, compressed workweeks, and other techniques that reduce peak period travel, where possible given the job responsibilities and overall requirements.

No potential strategies have been identified. If additional strategies are necessary those would be defined as part of the ongoing TMP reporting process.

INSTITUTIONAL POLICIES

The UWMC - Northwest can modify and implement institutional policies that promote different modes of travel and/or reduce vehicle trips on the transportation network. While the other TMP elements provide transportation choices, institutional policies are aimed at reducing the SOV rates and controlling forecasted growth of SOV vehicle trips.

A number of TMP strategies have been identified; including some that are currently in practice or the institution is committing to and those that could be utilized if the SOV goals are not being met. Those strategies that the institution are committed to implementing include:

- Manage employee schedules, to the extent feasible, to limit commuting activity during weekday peak hours.
- Retain and enforce the UWMC-Northwest policy that prohibits employee parking in the adjacent neighborhoods.

No potential strategies have been identified. If additional strategies are necessary those would be defined as part of the ongoing TMP reporting process.

MONITORING AND EVALUATING REQUIREMENTS

The UWMC - Northwest has an extensive program of monitoring, evaluating, and reporting transportation conditions. Using the tools listed above, the UWMC - Northwest will continue to monitor and report on its progress toward meeting the revised TMP goal of limiting SOV travel during the PM peak-period in compliance with CTR and MIMP Annual Report requirements. This is anticipated to include observations of vehicular and bicycle parking demand and utilization to be conducted in junction with the CTR surveys. Additionally, questions are included in the CTR surveys to help assess commuter needs and barriers to employees utilizing alternative transportation modes to assist in identifying opportunities to improve the TMP and select appropriate potential strategies to implement.

Potential Marketing and Evaluating Strategies

- Establish a working group with internal and external stakeholders to support the TMP goal.

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APPENDIX A: DEFINITIONS

ABBREVIATIONS

The abbreviations in this appendix apply to acronyms used in this Major Institution Master Plan. If an acronym is not defined here, refer to Definitions section of the land use code found in the SMC 23.84A. (Seattle Municipal Code (SMC), title 23, chapter 84A.

AMC	Academic Medical Center
BMP	Best Management Practices
CTR	Commute Trip Reduction
DAC	Development Advisory Committee
DR	Director's Rules
EIS	Environmental Impact Statement
FICM	Facilities Inventory and Classification Manual
GRH	Guaranteed Ride Home
HRA	Historic Resources Addendum
IAC	Implementation Advisory Committee
LEED	Leadership in Energy and Environmental Design
MIMP	Major Institution Master Plan
MIO	Major Institution Overlay
OFM	Office of Financial Management
SDCI	Seattle Department of Construction & Inspections
SDON	Seattle Department of Neighborhoods
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
SMC	Seattle Municipal Code
SOV	Single-Occupancy Vehicle
TMP	Transportation Management Program
UWAC	University of Washington Architectural Commission
UWMC - Northwest	University of Washington Medical Center - Northwest

DEFINITIONS

The definitions in this appendix provide meaning for terms used in this Major Institution Master Plan, except as otherwise provided or as the context may otherwise clearly require. Where a conflict exists between the definitions in this Plan and those in SMC Chapter 23.84A or SMC Chapter 23.86, the definitions in this Plan shall apply.

ALTERNATIVES

Alternatives refer to zoning heights and setbacks options that have been defined for consideration and discussion with City staff and the Development Advisory Committee (DAC). Refer to Chapter III. Development Program for the Alternatives discussed in this Major Institution Master Plan.

BLANK WALLS

Blank walls are continuous stretches of wall at the ground floor along public ways and pedestrian pathways that does not include a transparent window or door. Blank walls shall be measured in areas over 70 feet in length and 10 feet in height above sidewalk elevation.

BUILDING HEIGHT

Building height is measured from the average grade level at the building footprint, up to the highest point of the structure per SMC 23.86.006.

BUILDING SETBACKS

Setbacks refer to the minimum required distances between the property line and the nearest building of the campus.

COMMUTE TRIP REDUCTION (CTR)

As of March 2024, CTR strategies apply to UWMC - Northwest employees that begin work at this worksite between 6:00 and 9:00 a.m. (inclusive) on two or more weekdays for at least twelve continuous months, who are not independent contractors, who are scheduled to be employed on a continuous basis for fifty-two weeks for an average of at least thirty-five hours per week and do not need a personal vehicle to complete their work. This definition is subject to change in response to any changes in the Washington State CTR definitions or policies.

DEVELOPMENT

As used throughout the Major Institution Master Plan, the word “development” shall mean any UWMC – Northwest decision to undertake any action of a project nature within the campus boundaries, which shall directly modify the physical environment, and which is not exempt from SEPA.

GROSS SQUARE FOOTAGE

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

UWMC-Northwest calculates the square footage according to the FICM (Facilities Inventory and Classification Manual) calculations provided below. FICM is an industry standard for higher education space metrics.

FICM Gross Square Feet (GSF) Calculation:

1. The FICM-GSF applies to buildings on the UWMC-Northwest campus. A building is defined as a roofed structure for permanent or temporary shelter of persons, animals, plants, materials, or equipment, and exhibits the following characteristics: it is attached to a foundation and has a roof, is serviced by a utility, exclusive of lighting, and is the source of significant maintenance and repair activities. Temporary tent structures are not considered buildings.
2. FICM-GSF is the sum of all areas on all floors of a building included within the outside faces of its exterior walls, including floor penetration areas, however insignificant, for circulation and shaft areas that connect one floor to another. It includes additional space generally not included in calculating square footage using other methods, such as mechanical penthouses and mezzanines, attics, garages, enclosed porches, inner and outer balconies and top,

unroofed floors of parking structures, subject to the exceptions and adjustments referenced below. Consistent with other methods of calculating square footage, it does not include open areas such as parking lots, playing fields, courts, and light-wells or portions of upper floors eliminated by rooms or lobbies that rise above single-floor height.

3. Gross area is computed by measuring from the outside faces of exterior walls, disregarding cornices, pilasters, buttresses, etc., which extend beyond the wall faces. Exclude areas having less than a six-foot, six-inch clear ceiling height.
4. In addition to all the internal floored spaces covered in c. FICM-GSF above, gross area shall include the following: excavated basement areas, mezzanines, penthouses, attics, enclosed porches, inner or outer balconies whether walled or not if they are utilized for operational functions, and corridors whether walled or not, provided they are within the outside face lines of the building to the extent of the roof drip line. The footprints of stairways, elevator shafts, and ducts (examples of building infrastructure) are to be counted as gross area on each floor through which they pass.

Adjustments and Exceptions to the FICM-GSF for Master Plan Purpose:

1. If a project includes demolition, the gross square feet demolished shall be a deduction from the total project gross square feet to calculate net new gross square feet. Only the net new gross square feet shall be deducted from the Master Plan growth allowance.
2. Consistent with other methods of calculating building square footage, the gross square feet shall not include open areas such as parking lots, courts, and light wells, or portions of upper floors eliminated by rooms or lobbies that rise above single-floor ceiling height. It shall include top, unroofed floors of parking structures where parking is available.
3. The gross square feet shall not include the gross floor area for areas/ portions of areas of the building that are entirely below existing grade. This area shall be determined by identifying the point where the ceiling of a space intersects the existing and/or finished grade; a line dropped perpendicular from this ceiling point to the floor establishes that portion of the floor that is exempt from the gross floor area calculation.

4. For purposes of the Master Plan gross square feet, covered exterior walkways, terraces, and open roofed areas that are paved shall have the architectural area multiplied by an area factor of 0.50 and be added to the measured building gross square feet.
5. Net new square footage of new building is counted towards the growth allowance when the permit is issued.
6. All parking areas, loading areas, and interstitial space required for mechanical and electrical systems to support the building shall be excluded from the Master Plan gross square feet. Interstitial space is the space between floors for mechanical, electrical, and HVAC systems.

LOT COVERAGE

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.

MICRO-MOBILITY

Micro-mobility refers to transportation using small, light-weight vehicles such as bicycles, scooters, skateboards, among others. Many micro-mobility options include rentals for shared use and short-term trips.

MIO

The Major Institutional Overlay (MIO) boundary defines the extent of the campus that is governed by the MIMP code, and the development standards defined within this Master Plan. The MIO boundary for UWMC-Northwest campus was established by Ordinance 115914.

MIO HEIGHT LIMIT

Per SMC 23.69.004, Major Institution Overlay (MIO) Districts are designated with assigned height limits which restricts the maximum allowed buildings heights within the campus.

OPEN SPACE

Open space is defined as planted landscape areas and/or hardscape areas such as courtyards, plazas, sidewalks, bicycle or micro-mobility routes, and other paved areas designed for recreation and/or pedestrian access. Such areas may be located at ground level or on building structures (e.g., terraces, green roofs or balconies) that are occupiable or provide visual relief only.

PODIUM

The portion of taller buildings below 70 feet if the total building height is 150 feet or taller.

SCREENING

A view-obscuring fence, solid wall, or other landscape feature to reasonably obscure campus utility equipment, support service areas, and/or surface parking operations.

TOTAL MAXIMUM SQUARE FEET

The total maximum square feet identified under the Major Institution Master Plan, excluding mechanical spaces, penthouse, central utility plant, garage, and below grade square footage.

TOWER

Towers are portions of a building above 70 feet if the total building height is 150 feet or taller.

USES

The use of the UWMC – Northwest campus is a Medical Center, with all uses necessary to fulfill the mission of the UW Medical Center allowed. The mix of uses proposed for the UWMC – Northwest campus are consistent with the current campus and the City of Seattle’s definition of a medical center. These uses relate to and support the medical center’s teaching hospital, and clinics, labs, classrooms, faculty and administrative offices, faculty/staff/student services, transportation, open space, food services, childcare and facilities supporting the utilities and plant maintenance functions.

The following descriptions provide example uses of the types of infrastructure and growth and/or replacement of medical center functions:

- **Hospital:** Expansion will provide increased capacity for the Emergency Department, operating rooms (ORs), diagnostic and treatment areas and modern, single occupancy patient rooms in an academic medical care setting. Over time, expansion of the Medical Center would eventually allow the decanting and demolition of older hospital structures.
- **Support:** Medical office buildings would help accommodate UWMC needs for outpatient services and medical offices. Other support functions may include administrative office needs and a replacement childcare building in a collocated facility, or as separate structures. Potential support building(s) might provide offices, facilities support or workspace for the hospital, including the potential for training facilities for UWMC residents and staff. Any daycare space would entail outdoor play areas for the children in an enclosed, secure playground at grade, or as part of a safe rooftop amenity space.
- **Infrastructure:** Campus buildings currently operate separate building systems which is inefficient and costly. A new central utility plant (CUP) would replace aging equipment and provide much needed emergency generator capacity. The CUP would be sited and sized to support long-term campus growth, improving the energy efficiency and operating costs of UWMC – Northwest.
- **Potential Demolition:** The MIMP anticipates several buildings will remain in their current configuration, with on-going maintenance. Figure 3.4 illustrates these buildings, including the two land leased facilities. The figure also indicates older structures that may be demolished during implementation of the MIMP. Potential development sites for the proposed building projects could be located anywhere on the campus, exclusive of proposed setback areas.

As listed in Table 3.3, one or more existing buildings may be demolished: 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 to 301,000 GSF from the campus.

- **Planned Parking and Access:** Construction of new patient care buildings increases the number of parking stalls required on-campus. On the UWMC – Northwest campus, new construction would also remove existing stalls, since the available land to build is currently in use as

surface parking lots. Parking development will therefore need to replace and grow the number of stalls on 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. [Note: parking structures and below grade square footage are excluded from area calculations and MIMP limits to development and are therefore represented as total stalls instead of GSF.]

As new projects are developed, UWMC – Northwest will improve site circulation and internal connectivity, particularly routes leading to the Emergency Department (ED) and routes to guide patient and visitor wayfinding more effectively. Safety and convenient proximity to care services are of the utmost importance. New campus drives will include accessible sidewalks, plantings and pedestrian lighting where needed to promote a safe, walkable environment for patients, visitors and staff. A loop drive is anticipated to be developed in phases, as adjacent projects are constructed. Adjacent site areas would be considered for surface parking areas and new landscaped open spaces.

- Any above uses may be mixed in a single structure.

TELECOMMUNICATIONS EQUIPMENT

All antennae, mechanical equipment, fume hoods, etc. fall under use categories of the buildings they support.

TEMPORARY FACILITIES

Temporary facilities, accessory uses, and events, which fulfill the mission and goals of the UWMC-Northwest, are allowed up to 12 months. A temporary use does not involve:

- The erection of a permanent structure,
- Substantial injury to property outside the MIO, and,
- Is not materially detrimental to the public welfare and is consistent with the spirit of the MIMP.

APPENDIX B: UNDERLYING ZONING

CITY OF SEATTLE LAND USE CODE:

23.34.018 - Lowrise 2 (LR2) zone, function and locational criteria

- A. Functions. The dual functions of the LR2 zone are to:
 - 1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and
 - 2. Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density.
- B. Locational Criteria. The LR2 zone is most appropriate in areas generally characterized by the following conditions:
 - 1. The area is either:
 - a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of small scale and density; or
 - b. located in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and is characterized by one or more of the following conditions:
 - 1) small-scale structures generally no more than 35 feet in height that are compatible in scale with NR and LR1 zones;
 - 2) the area would provide a gradual transition between NR or LR1 zones and more intensive multifamily or neighborhood commercial zones; and
 - 2. The area is characterized by local access and circulation conditions that accommodate low density multifamily development;
 - 3. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and
 - 4. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.

(Ord. 126509, § 21, 2022 [zone name change]; Ord. 123495, § 9, 2011; Ord. 123046, § 4, 2009; Ord. 118794, § 9, 1997; Ord. 771430 § 11, 1994; Ord. 116795, § 3, 1993; Ord. 114886, § 2, 1989.)

CITY OF SEATTLE LAND USE CODE:

Chapter 23.69 - MAJOR INSTITUTION OVERLAY DISTRICT

Subchapter I - Establishment of Overlay District

23.69.002 - Purpose and intent

The purpose of this Chapter 23.69 is to regulate Seattle's major educational and medical institutions in order to:

- A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;
- 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;
- 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;
- D. Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones;
- E. Discourage the expansion of established major institution boundaries;
- F. Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of advisory committees containing community and major institution representatives;
- 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;
- 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;
- 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;
- 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;
- 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;
- 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; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth; and
- M. Encourage the preservation, restoration and reuse of designated historic buildings.

(Ord. 126685, § 49, 2022 [committee name and style update]; Ord. 120691, § 21, 2001; Ord. 117929, § 8, 1995; Ord. 115002, § 23, 1990.)

23.69.004 - Major Institution Overlay District established.

There is hereby established pursuant to Chapter 23.59 of the Seattle Municipal Code, the Major Institution Overlay District, which shall overlay each Major Institution designated according to the provisions of Section 23.69.024. All land within the Major Institution Overlay (MIO) District shall be designated with one (1) of the following height limits as shown on the Official Land Use Map, Chapter 23.32:

Designation	Height Limit
MIO-37	37 feet
MIO-50	50 feet
MIO-65	65 feet
MIO-70	70 feet
MIO-90	90 feet
MIO-105	105 feet
MIO-160	160 feet
MIO-200	200 feet
MIO-240	240 feet

(Ord. 118414 § 50, 1996; Ord. 115002 § 23(part), 1990.)

23.69.006 - Application of regulations.

- A. All land located within the Major Institution Overlay District shall be subject to the regulations and requirements of the underlying zone unless specifically modified by this chapter or an adopted master plan. In the event of irreconcilable differences between the provisions of this chapter and the underlying zoning regulations, the provisions of this chapter shall apply.
- B. For the University of Washington, notwithstanding subsection A of this section above, the 1998 agreement between The City of Seattle and the University of Washington, or its successor, shall govern relations between the City and the University of Washington, the master plan process (formulation, approval and amendment), uses on campus, uses outside the campus boundaries, off-campus land acquisition and leasing, membership responsibilities of CUCAC, transportation policies, coordinated traffic planning for special events, permit acquisition and conditioning, relationship of current and future master plans to the agreement, zoning and environmental review authority, resolution of disputes, and amendment or termination of the agreement itself. Within the Major Institution Overlay (MIO) Boundaries for the University of Washington, development standards of the underlying zoning may be modified by an adopted master plan, or by an amendment or replacement of the 1998 agreement between the City of Seattle and University of Washington.

(Ord. 120691, § 22, 2001; Ord. 118981 § 3, 1998; Ord. 115002 § 23(part), 1990.)

23.69.007 - Definition of development.

- A. "development" is the establishment of any new Major Institution use or the expansion of an existing Major Institution use, the relocation of an existing Major Institution use for a period of at least one (1) year, or the vacation of streets for such uses.

(Ord. 115002 § 23(part), 1990.)

Subchapter II - Use Provisions

23.69.008 - Permitted uses

- A. All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright, or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.
- B. The following characteristics shall be among those used by the Director to determine whether a use is functionally integrated with, or substantively related to, the central mission of the Major Institution. No one of these characteristics shall be determinative:
1. Functional contractual association;
 2. Programmatic integration;
 3. Direct physical circulation/access connections;
 4. Shared facilities or staff;
 5. Degree of interdependence;
 6. Similar or common functions, services, or products.
- C. Major Institution uses shall be subject to the following:
1. Major Institution uses which are determined to be heavy traffic generators or major noise generators shall be located away from abutting residential zones;
 2. Uses which require the presence of a hazardous chemical, extremely hazardous substance or toxic chemical that is required to be reported under Title III of the Superfund Amendments and Reauthorization Act of 1986 or its associated regulations, shall be reviewed by the Director. The Director shall consult with Public Health—Seattle & King County and The City of Seattle Fire Department.
Based on this consultation and review, the Director may prohibit the use, or impose conditions regulating the amount and type of such materials allowed on-site, or the procedures to be used in handling hazardous or toxic materials;
 3. Where the underlying zone is commercial, uses at street level shall complement uses in the surrounding commercial area and be located in a manner that provides continuity to the commercial street front. Where the underlying zoning is a pedestrian-designated zone, the provisions of Section 23.47A.005 governing street-level uses shall apply.
- D. When a use is determined to be a Major Institution use, it shall be located in the same MIO District as the Major Institution with which it is functionally integrated, or to which it is related, or the users of which it primarily and directly serves. To locate outside but within 2,500 feet of that MIO District, a Major Institution use shall be subject to the provisions of Section 23.69.022.
- E. Major Institution uses, outside of, but within two thousand five hundred (2,500) feet of the boundary of the MIO District, which were legally established as of January 1, 1989 and are located on sites which are not contiguous with the MIO District shall be permitted uses in the zone in which they are located when:
1. The use is located on a lot which was contained within the boundary of an MIO District as it existed on May 2, 1990; or
 2. The site was deleted from the MIO District by master plan amendment or renewal according to the provisions of Sections 23.69.035 and 23.69.036.
- F. Uses other than those permitted under subsections 23.69.008.A and 23.69.008.B shall be subject to the use provisions and development standards of the underlying zone.

(Ord. 126626, § 4, 2022; Ord. 123668, § 1, 2011; Ord. 122311, § 84, 2006; Ord. 118362 § 10, 1996; Ord. 115002 § 23(part), 1990.)

23.69.012 - Conditional uses.

A. All conditional uses shall be subject to the following:

1. The use shall not be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.
2. The benefits to the public of the use shall outweigh the negative impacts of the use.
3. In authorizing a conditional use, adverse impacts may be mitigated by imposing conditions such as landscaping and screening, vehicular access controls and any other measures needed to mitigate adverse impacts on other properties in the zone or vicinity and to protect the public interest. The Director shall deny or recommend denial of a conditional use if it is determined that adverse impacts cannot be mitigated satisfactorily.

B. Administrative Conditional Uses.

1. Development otherwise requiring preparation of a master plan may be permitted by the Director as an administrative conditional use according to the standards of Section 23.69.033.
2. In considering an application for a conditional use, the Director's decision shall be based on the following criteria:
 - a. Parking areas and facilities, trash and refuse storage areas, ventilating mechanisms and other noise-generating or odor-generating equipment, fixtures or facilities shall be located so as to minimize noise and odor impacts on the surrounding area. The Director may require measures such as landscaping, sound barriers, fences, mounding or berming, adjustments to parking location or setback development standards, design modification, limits on hours of operation or other similar measures to mitigate impacts; and
 - b. Required landscaping shall be compatible with neighboring properties. Landscaping in addition to that required by the Code may be required to reduce the potential for erosion or excessive stormwater runoff, to minimize coverage of the site by impervious surfaces, to screen parking, or to reduce noise or the appearance of bulk and scale; and
 - c. Traffic and parking impacts shall be minimized; and
 - d. To reduce the impact of light and glare, exterior lighting shall be shielded or directed away from residentially zoned properties. The Director may require that the area, intensity, location or angle of illumination be limited.

C. Council Conditional Uses. Helistops, when determined to meet the criteria of Section 23.69.008, may be permitted by the Council as a Council Conditional Use when:

1. The helistop is needed to save lives; and
2. Use of the helistop is restricted to life-threatening emergencies; and
3. The helistop is located so as to minimize impacts on the surrounding area.

The Director's report to the Council shall examine alternative locations for the helistop as identified by the major institution, including sites outside the institution's boundaries, which would accomplish the purpose of the helistop with a lesser impact upon the surrounding area.

(Ord. 115043 § 14, 1990; Ord. 115002 § 23(part), 1990.)

Subchapter IV - Development Standards

23.69.020 - Development standards.

- A. 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.
- B. Development standards for Major Institution uses within the Major Institution Overlay District, except the provisions of Chapter 23.52, may be modified through adoption of a Major Institution Master Plan according to the provisions established in Subchapter VI, Part 2 of this chapter.
- C.

Maximum structure heights for structures containing Major Institution uses may be allowed up to the limits established pursuant to Section 23.69.004 through the adoption of a master plan for the Major Institution. A rezone shall be required to increase maximum structure height limits above levels established pursuant to Section 23.69.004.

- D. The demolition of structures containing residential uses which are not Major Institution uses shall be prohibited if the demolition is intended to provide a parking lot or structure to accommodate nonrequired parking or to reduce a parking deficit.
- E. When a pedestrian designation in a commercial zone occurs along a boundary or within a campus, the blank facade standards of the underlying zoning shall apply.

(Ord. 117383, § 10, 1994; Ord. 115002 § 23(part), 1990.)

23.69.021 - Signs in Major Institution Overlay Districts

- A. General Standards.
 - 1. Signs shall be stationary and shall not rotate.
 - 2. No flashing, changing-image, message board signs or signs using video display methods, except as permitted as defined in Section 23.55.005. Video display methods, shall be permitted.
 - 3. Signs may be electric, externally illuminated, or nonilluminated.
- B. The following signs are permitted in all Major Institution overlay districts, regardless of the facing zone:
 - 1. Electric, externally illuminated or nonilluminated signs bearing the name of the occupant of a dwelling unit, not exceeding 64 square inches in area;
 - 2. Memorial signs or tablets, and the names of buildings and dates of building erection if cut into a masonry surface or constructed of bronze or other noncombustible materials;
 - 3. Signs for public facilities indicating danger and/or providing service or safety information;
 - 4. National, state and institutional flags.
- C. Signs across a street, alley or easement from a residential zone, and signs which face an abutting lot in a residential zone, shall meet the following standards:
 - 1. Sign area shall be limited to:
 - a. Thirty-five (35) square feet per sign face for main entrance signs;
 - b. Such size as is necessary for emergency entrance signs to be clearly visible; and
 - c. Twenty (20) square feet per sign face for all other signs.
 - 2. The number of signs permitted shall be as follows:
 - a. One (1) identifying sign for each use per street frontage; plus
 - b. One (1) sign for each entrance to the institution; plus
 - c. Emergency entrance and directional signs as necessary.
 - 3. Pole, ground, roof, wall, marquee, under-marquee, projecting or combination signs shall be permitted.
 - 4. The maximum height of any portion of a pole sign shall be twelve (12) feet.
 - 5. No portion of a roof sign shall:
 - a. Extend beyond the height limit of the overlay district;
 - b. Exceed a height above the roof in excess of the height of the structure on which the sign is located; or
 - c. Exceed a height of thirty (30) feet above the roof, measured from a point on the roofline directly below the sign or from the nearest adjacent parapet.
- D. Signs across from nonresidential zones shall have no area, type or number limitations.
- E. Off-premises signs shall not be permitted, except for sign kiosks.

(Ord. 123046, § 52, 2009; Ord. 120466, § 9, 2001; Ord. 120388, § 14, 2001; Ord. 118362 § 13, 1996; Ord. 115165 § 12, 1990.)

Subchapter V - Uses Outside a Major Institution Overlay District

23.69.022 - Uses permitted within 2,500 feet of a Major Institution Overlay District

- A. A Major Institution shall be permitted to lease space, or otherwise locate a use outside a Major Institution Overlay (MIO) District, and within 2,500 feet of the MIO District boundary, subject to the following limitations:
 - 1. The provisions of this Section 23.69.022 shall not apply to contractual arrangements with other entities, except for leases or other agreements for occupying space.
 - 2. No such use shall be allowed at street level in a commercial zone, unless the use is determined to be similar to a general sales and service use, eating and drinking establishment, major durables retail sales, entertainment use or child care center and is allowed in the zone. If the use is allowed in the zone but is determined not to be similar to a general sales and service use, eating and drinking establishment, major durables retail sales, entertainment use or child care center, the Director may not allow the use at street level in a commercial zone unless provided otherwise in an adopted master plan or in a Council-approved neighborhood plan;
 - 3. Except as permitted in an adopted master plan, the use shall not result in the demolition of a structure(s) that contains a residential use nor shall it change a residential use to a nonresidential use.
 - 4. The use(s) shall conform to the use and development standards of the applicable zone.
 - 5. The use shall be included in the Major Institution's approved Transportation Management Program if it contains students or employees of the Major Institution.
 - 6. If a Master Use Permit is required for the use, the Director shall notify the Advisory Committee of the pending permit application and the committee shall be given the opportunity to comment on the impacts of the proposed use.
- B. A medical service use that is over 10,000 square feet shall be permitted to locate within 2,500 feet of a medical MIO District only as an administrative conditional use subject to the conditional use requirements of subsection 23.47A.006.A.4 or subsection 23.50.014.B.12.
- C. A Major Institution that leases space or otherwise locates a use in a Downtown zone shall not be subject to the limitations established in subsection 23.69.022.A or 23.69.022.B with respect to that space or use, except that subsections 23.69.022.A.3 and 23.69.022.A.4 shall apply.
- D. A Major Institution that leases space or otherwise locates a use in a Master Planned Community zone is not subject to the limitations established in subsection 23.69.022.A or 23.69.022.B with respect to that space or use, except that subsection 23.69.022.A.4 applies.

(Ord. 123963, § 25, 2012; Ord. No. 123209, § 63, 2009; Ord. 122311, § 85, 2006; Ord. 118362 § 15, 1996; Ord. 115165 § 3, 1990; Ord. 115043 § 15, 1990; Ord. 115002 § 23(part), 1990.)

23.69.023 - Major Institution acquisition, merger or consolidation.

- A. Notwithstanding any other provisions of Title 23, one (1) Major Institution may acquire, merge with, or otherwise consolidate with, another Major Institution.
- B. Within ten (10) days of the acquisition, merger or consolidation, the new/surviving Major Institution shall notify the Director of the acquisition, merger or consolidation and the name of the new/surviving Major Institution. Upon receiving this notice, the Director shall adjust the Official Land Use Map to reflect a single, combined Major Institution Overlay (MIO) District, with the single name of the new/surviving Major Institution, but only if the two institutions are contiguous. The entire MIO District of each Major Institution shall be included in the single, combined MIO District.
- C. When the determination to prepare a master plan is made pursuant to Section 23.69.026 and after acquisition, merger or consolidation, the new/surviving institution shall prepare the master plan according to the following:

1. If the two former institutions were not contiguous, the new/surviving institution has the option of preparing a joint master plan for both contiguous portions of the Major Institution or a separate master plan for the contiguous portion of the Major Institution for which the master plan requirement is triggered.
2. If the two former institutions were contiguous, the new/surviving institution must prepare a master plan for the single, combined Major Institution.

(Ord. 118362 § 16, 1996; Ord. 116744 § 55, 1993; Ord. 115165 § 4, 1990.)

Subchapter VI - Procedures

Part 1 Major Institution Designation

23.69.024 - Major Institution designation

- A. Major Institution designation shall apply to all institutions that conform to the definition of Major Institution.
- B. New Major Institutions
 1. When a medical or educational institution makes application for new development, or when a medical or educational institution applies for designation as a Major Institution, the Director will determine whether the institution meets, or would meet upon completion of the proposed development, the definition of a Major Institution in Section 23.84A.025. Measurement of an institution's site or gross floor area in order to determine whether it meets minimum standards for Major Institution designation shall be according to the provisions of Section 23.86.036.
 2. If the Director determines that Major Institution designation is required, the Director may not issue any permit that would result in an increase in area of Major Institution uses until the institution is designated a Major Institution, a Major Institution Overlay District is established, and a master plan is prepared according to the provisions of Part 2, Major Institution Master Plan.
 3. The Director's determination that an application for a Major Institution designation is required will be made in the form of an interpretation subject to the procedures of Section 23.88.020.
 4. The procedures for designation of a Major Institution are as provided in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions. The Council will grant or deny the request for Major Institution designation by resolution.
 5. If the Council designates a new Major Institution, a Major Institution Overlay District must be established by ordinance according to the procedures for amendments to the Official Land Use Map (rezones) in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.
 6. A new Major Institution Overlay District may not be established and a Major Institution Overlay District Boundary may not be expanded in neighborhood residential zones.
 7. Boundaries of a Major Institution Overlay District and maximum height limits shall be established or amended in accordance with the rezone criteria contained in Section 23.34.124, and the purpose and intent of this Chapter 23.69 as described in Section 23.69.002, except that acquisition, merger, or consolidation involving two Major Institutions is governed by the provisions of Section 23.69.023.
 8. A new Major Institution Overlay District may not be established and a Major Institution Overlay District Boundary may not be expanded in Industrial zones, except within Industrial-zoned properties located outside of the Ballard/Interbay/Northend Manufacturing and Industrial Center that are located in an area south of the Lake Washington Ship Canal, east of 8th Avenue West, north of West Nickerson Street, and west of 3rd Avenue West.
- C. The MIO district designation, including height limits and master plan provisions when one has been adopted, shall be revoked for an institution which no longer meets the definition of a Major Institution. The applicable zoning provisions shall be the provisions of the existing underlying zoning classification. When an MIO district designation of an institution is to be revoked, the City may consider rezoning the institution campus. Upon determination that an institution no longer meets the definition

of a Major Institution, the Director shall notify the Council. The revocation of a Major Institution designation shall be subject to the procedures set forth in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, for Major Institution designation and revocation.

(Ord. 126509, § 86, 2022 [zone name change]; Ord. 125845, § 2, 2019; Ord. 123649, § 47, 2011; Ord. 122311, § 86, 2006; Ord. 120691, § 23, 2001; Ord. 115165 § 6, 1990; Ord. 115002 § 23(part), 1990.)

Part 2 Major Institution Master Plan

23.69.025 - Intent of Major Institution master plans.

The intent of the Major Institution Master Plan shall be to balance the needs of the Major Institutions to develop facilities for the provision of health care or educational services with the need to minimize the impact of Major Institution development on surrounding neighborhoods.

(Ord. 115002 § 23(part), 1990.)

23.69.026 - Determination to prepare a master plan

- A. Any Major Institution may elect to prepare a master plan.
- B. A Major Institution without an adopted master plan or with a master plan that includes an expiration date and that was adopted under Code provisions prior to the 1996 Major Institutions Ordinance shall be required to prepare a master plan in the following circumstances:
 - 1. The establishment of a new Major Institution Overlay (MIO) District is required according to Section 23.69.024; or
 - 2. Expansion of an MIO District boundary or change in a MIO District height designation is proposed; or
 - 3. An application is filed for a structure containing Major Institution use(s) that is located within the MIO District and would exceed the development standards of the underlying zone and is not permitted under an existing master plan, provided other means of modifying development standards that apply to similar uses located in the zone may also be sought; or
 - 4. A Major Institution proposes to demolish or change the use of a residential structure inside the boundaries of an MIO District; provided, that a master plan need not be prepared when:
 - a. The use is changed to housing for the institution, or
 - b. Not more than two structures containing not more than a total of four dwelling units are demolished or changed to a nonresidential use within a two-year period and are replaced in the general vicinity by the same number of dwelling units.
- C. A Major Institution with an adopted master plan that is not subject to subsection 23.69.026.B shall be required to prepare a new master plan in the following circumstances:
 - 1. The Major Institution proposes to increase the total amount of gross floor area allowed or the total number of parking spaces allowed within the MIO District, except if a proposed change to a master plan involves:
 - a. Construction of a one-time single development per master plan period owned or affiliated with an educational major institution that is part of the Washington State Community and Technical Colleges system; and
 - b. A property located within an Urban Center; and
 - c. A development that includes residential uses not exceeding 550 sleeping rooms, composed of dormitory, congregate housing, or other housing opportunities for students or employees of the Major Institution; or
 - 2. A master plan has been in effect for at least ten years and the institution proposes to expand the MIO District boundaries; or
 - 3. A master plan has been in effect for at least ten years and the institution proposes an amendment to the master plan that is determined to be major according to the provisions of Section 23.69.035, and the Director determines that conditions have changed significantly in the neighborhood surrounding the Major Institution since the master plan was adopted.

- D. A master plan shall not be required for replacement of existing structures where the replacement structure:
 - 1. Would be located on the same lot; and
 - 2. Would not contain uses which would require a change of use and which the Director determines would not result in an increase in adverse impacts on the surrounding area; and
 - 3. Would not exceed the height of the existing structure; and
 - 4. Would not represent a significant increase in bulk over the existing structure; and
 - 5. Would not represent a significant increase in gross floor area over the existing structure; and
 - 6. Would not significantly reduce existing open area or landscaping.
- E. If an institution proposes a major amendment of unusual complexity or size, the Advisory Committee may recommend, and the Director may require, that the institution develop a new master plan.
- F. The Director shall determine whether a master plan is required. The Director's determination shall be final and shall not be subject to an interpretation or appeal.

(Ord. 126626, § 5, 2022; Ord. 118362, § 17, 1996; Ord. 115165, § 7, 1990; Ord. 115002, § 23, 1990.)

23.69.028 - Major Institution master plan-General provisions.

- A. A master plan may modify the following:
 - 1. Any development standard of the underlying zone, including structure height up to the limit established by the Major Institution Overlay (MIO) District;
 - 2. Limits on housing demolition or conversion within the boundaries of the MIO District;
 - 3. Limits on Major Institution uses at street level outside, but within two thousand five hundred feet (2,500') of, a MIO District Boundary;
 - 4. Single-occupancy vehicle goals and maximum parking limitations.
- B. Except as provided in Section 23.69.033, an application for a permit for development which requires preparation of a master plan shall not be approved prior to adoption of the master plan by the Council.
- C. Changes to the boundaries of the MIO District or to a MIO District height limit shall require a rezone in addition to adoption of a master plan or major amendment, except that a boundary adjustment caused by the acquisition, merger or consolidation of two (2) contiguous Major Institutions shall be governed by the provisions of Section 23.69.023.

(Ord. 118362 § 18, 1996; Ord. 115165 § 8, 1990; Ord. 115002 § 23(part), 1990.)

23.69.030 - Contents of a master plan

- A. The master plan is a conceptual plan for a Major Institution consisting of three components: the development standards component, the development program component and the transportation management program component.
- B. The development standards component in an adopted master plan shall become the applicable regulations for physical development of Major Institution uses within the MIO District and shall supersede the development standards of the underlying zone. Where standards established in the underlying zone have not been modified by the master plan, the underlying zone standards shall continue to apply. Proposed development standards shall be reviewed according to the criteria contained in Section 23.69.032 E, Draft Report and Recommendation of the Director. The development standards component may be changed only through a master plan amendment.
- C. The development standards component of a master plan shall include the following:
 - 1. Existing underlying zoning of the area within the boundaries of the MIO District. If a change to the underlying zoning is proposed, the master plan shall identify the proposed zone(s), and the master plan shall be subject to rezone approval according to the procedures of Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions; and
 - 2.

If modifications to the underlying zone development standards are proposed, the proposed modifications and reasons for the proposed modifications or for special standards tailored to the specific institution; and

3. Standards in the master plan shall be defined for the following:
 - a. Structure setbacks along public rights-of-way and at the boundary of the MIO District,
 - b. Height limits as provided for in Section 23.69.004,
 - c. Lot coverage for the entire MIO District,
 - d. Landscaping,
 - e. Percentage of MIO District to remain in open space; and
4. The Major Institution may choose or the Director may require the Major Institution to address the following:
 - a. Transition in height and scale between development within the MIO District and development in the surrounding area,
 - b. Width and depth limits for structures or measures by which a reduction in the apparent bulk of a structure may be achieved,
 - c. Setbacks between structures which are not located on a public right-of-way or along the boundary of the MIO District,
 - d. Preservation of historic structures which are designated on federal, state or local registers,
 - e. View corridors or other specific measures intended to mitigate the impact of Major Institution development on the surrounding area,
 - f. Pedestrian circulation within and through the MIO District.
- D. The development program component shall include the information set forth in subsection E of this section. With regard to future development, the development program component shall describe planned physical development, defined as development which the Major Institution has definite plans to construct. The development program may describe potential physical development or uses for which the Major Institution's plans are less definite. The development program may be amended according to the provisions of Section 23.69.035 without requiring amendment of the development standards component.
- E. The development program component shall include the following:
 1. A description of alternative proposals for physical development including an explanation of the reasons for considering each alternative, but only if an Environmental Impact Statement is not prepared for the master plan; and
 2. Density as defined by total maximum developable gross floor area for the MIO District and an overall floor area ratio (FAR) for the MIO District. Limits on total gross floor area and FARs may also be required for sub-areas within the MIO District but only when an MIO District is over 400 acres in size or when an MIO District has distinct geographical areas; and
 3. The maximum number of parking spaces allowed for the MIO District; and
 4. A description of existing and planned future physical development on a site plan that shall contain:
 - a. The height, description, gross floor area, and location of existing and planned physical development, and
 - b. The location of existing open space landscaping and screening, and areas of the MIO District to be designated open space. Designated open space shall be open space within the MIO District that is significant and serves as a focal point for users of the Major Institution. Changes to the size or location of designated open space requires an amendment pursuant to Section 23.69.035, and
 - c. Existing public and private street layout, and
 - d. Existing and planned parking areas and structures; and
 5. A site plan showing: property lines and ownership of all properties within the applicable MIO District, or areas proposed to be included in an expanded MIO District, and all structures and properties a Major Institution is leasing or using or owns within 2,500 feet of the MIO District; and

6. Three-dimensional drawings to illustrate the height, bulk, and form of existing and planned physical development. Information on architectural detailing such as window placement and color and finish materials is not required; and
7. A site plan showing any planned infrastructure improvements and the timing of those improvements; and
8. A description of planned development phases and plans, including development priorities, the probable sequence for such planned development and estimated dates of construction and occupancy; and
9. A description of any planned street or alley vacations or the abandonment of existing rights-of-way; and
10. At the option of the Major Institution, a description of potential uses, development, parking areas and structures, infrastructure improvements or street or alley vacations. Information about potential projects is for the purpose of starting a dialogue with the City and the community about potential development, and changes to this information will not require an amendment to the master plan; and
11. An analysis of the proposed master plan's consistency with the purpose and intent of this Chapter 23.69 as described in Section 23.69.002; and
12. A discussion of the Major Institution's facility decentralization plans and/or options, including leasing space or otherwise locating uses off-campus; and
13. A description of the following shall be provided for informational purposes only. The Advisory Committee, pursuant to Section 23.69.032.D.1, may comment on the following but may not subject these elements to negotiation nor shall such review delay consideration of the master plan or the final recommendation to Council:
 - a. A description of the ways in which the institution will address goals and applicable policies under Healthy Growth, Aging, and Lifestyles and Lifelong Learning headings in the Community Well-Being Element of the Comprehensive Plan, and
 - b. A statement explaining the purpose of the development proposed in the master plan, including the public benefits resulting from the proposed new development and the way in which the proposed development will serve the public purpose mission of the Major Institution.
- F. The Transportation Management Program component shall satisfy the requirements of Section 23.54.016. The Transportation Management Program shall include, at a minimum, the following:
 1. A description of existing and planned parking, loading and service facilities, and bicycle, pedestrian and traffic circulation systems within the institutional boundaries and the relationship of these facilities and systems to the external street system. This shall include a description of the Major Institution's impact on traffic and parking in the surrounding area; and
 2. Specific institutional programs to reduce traffic impacts and to encourage the use of public transit, carpools and other alternatives to single-occupant vehicles. Any specific agreements with the City for the provision of alternative modes of transportation shall also be included.
- G. Environmental information and the master plan may be integrated into one (1) document.
- H. Where two (2) or more institutions are located in close proximity to one another, the Director may require their combined land use, traffic and parking impacts on the surrounding area to be evaluated in the master plan for each institution.

(Ord. 125173, § 2, 2016; Ord. 123649, § 48, 2011; Ord. 122173, § 1, 2006; Ord. 120691, § 24, 2001; Ord. 118794, § 42, 1997; Ord. 118362, § 19, 1996; Ord. 115002, § 23(part), 1990.)

23.69.032 - Master plan process

- A. Not less than 60 days prior to applying for a master plan, the institution shall file a notice of intent to prepare a master plan with the Director.
- B. Formation of a Development or Implementation Advisory Committee
 - 1.

Immediately following submittal of a notice of intent to prepare a master plan, the institution shall initiate the establishment of a Development Advisory Committee of at least six, but no more than 12 members. In addition, all institutions with adopted master plans shall have an Implementation Advisory Committee.

2. Where there is more than one Major Institution in the same general area, as determined by the Director, a single Advisory Committee serving more than one institution may be permitted.
 3. The institution, in consultation with the Director of the Department of Neighborhoods, shall notify individuals and organizations directly affected by the actions of the institution of the opportunity. To the extent possible, members of the Advisory Committee should possess experience in such areas as consensus building, community organizing, land use and zoning, architecture or landscape architecture, economic development, real estate development, and educational or medical services. A nonmanagement representative of the institution shall be included.
 4. Members of the Advisory Committee shall have no direct economic relationship with the institution except as provided in subsection 23.69.032.B.3.
 5. The Director of the Department of Neighborhoods shall review the list of potential advisory committee members and recommend to the Council those individuals appropriate to achieve a balanced, independent, and representative Development Advisory Committee. After the recommendation has been submitted, the Department of Neighborhoods may convene the Development Advisory Committee. The Council may confirm the Development Advisory Committee composition, make changes in the size and/or composition of the Development Advisory Committee, or remand the matter to the Director of the Department of Neighborhoods for further action. The Council shall establish the final composition of the Development Advisory Committee through a memorandum of agreement with the institution, prepared by the Department of Neighborhoods and adopted by resolution.
 6. Four nonvoting, ex-officio members of the Advisory Committee shall represent the Major Institution, the Seattle Department of Construction and Inspections, the Department of Neighborhoods, and the Seattle Department of Transportation.
 7. The advisory committee shall be staffed by the Department of Neighborhoods with the cooperation and assistance of the Major Institution. Technical assistance to the committee shall be provided by the Seattle Department of Construction and Inspections, the Seattle Department of Transportation, and the Department of Neighborhoods.
 8. During the master plan review and adoption process, the Council may, in the interest of ensuring representative community participation on the Implementation Advisory Committee, amend the size and/or composition of the Implementation Advisory Committee.
 9. The City-University Community Advisory Committee (CUCAC) shall serve as the Development and Implementation Advisory Committee for the University of Washington.
 10. The Director of the Department of Neighborhoods shall promulgate rules applicable to Major Institution advisory committees, including terms of office, selection of chairpersons, and methods of conflict resolution.
- C. Application for a Master Plan.
1. Within one hundred twenty (120) days of filing a notice of intent to prepare a master plan, the institution shall submit an application and applicable fees for a master plan. This application shall include an environmental checklist and a concept plan. The requirement for the environmental checklist may be waived if the Director and the Major Institution agree that an Environmental Impact Statement (EIS) will be prepared. The concept plan shall consist of the following:
 - a. Proposed institution boundaries; and
 - b. A proposed site plan including planned development and an estimate of total gross floor area proposed by the Major Institution; and
 - c. Planned uses; and
 - d. Any planned street vacations and planned parking location and access; and
 - e.

A description of alternative proposals for physical development and decentralization options, including a detailed explanation of the reasons for considering each alternative; and

- f. A description of the uses and character of the neighborhood surrounding the major institution and how the Major Institution relates to the surrounding area. This shall include pedestrian connections, physical and visual access to surrounding amenities and services, and the relationship of the Major Institution to other Major Institution development within two thousand five hundred (2,500) feet of its MIO District boundaries.
 2. The Advisory Committee shall review and may submit comments on the concept plan and if there is one, the environmental checklist.
 3. After an application for a master plan has been filed, the Director, in consultation with the institution and the Advisory Committee, shall prepare a schedule for the completion of the master plan. The timelines described in this section shall be goals, and shall form the basis for the master plan schedule. The goal of the City Council shall be to make a decision on the master plan within twenty-four (24) months from the date of application.
 4. Notice of application for a master plan shall be provided as required by Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.
- D. Development of Master Plan
1. The Advisory Committee shall participate directly in the formulation of the master plan from the time of its preliminary concept so that the concerns of the community and the institution are considered. The primary role of the Advisory Committee is to work with the Major Institution and the City to produce a master plan that meets the intent of Section 23.69.025. Advisory Committee comments shall focus on identifying and mitigating the potential impacts of institutional development on the surrounding community based on the purpose and intent of this Chapter 23.69 as described in Section 23.69.002 and as prescribed in Chapter 25.05, Environmental Policies and Procedures. The Advisory Committee may review and comment on the mission of the institution, the need for the expansion, public benefits resulting from the proposed new development, and the way in which the proposed development will serve the public purpose mission of the Major Institution, but these elements are not subject to negotiation nor shall such review delay consideration of the master plan or the final recommendation to Council.
 2. The Advisory Committee shall hold open meetings with the institution and City staff to discuss the master plan and resolve differences. The institution shall provide adequate and timely information to the Advisory Committee for its consideration of the content and level of detail of each of the specific elements of the master plan.
 3. The threshold determination of need for preparation of an Environmental Impact Statement (EIS) shall be made as required by Chapter 25.05, Environmental Policies and Procedures.
 4. If an EIS is required and an institution is the lead agency, it shall initiate a predraft EIS consultation with the Director. The Advisory Committee shall meet to discuss the scope of the document. The Advisory Committee shall submit its comments on the scope of the draft EIS to the lead agency and the Director before the end of the scoping comment period. The lead agency shall prepare a final scope within one week after the end of the scoping period.
 5. The institution shall prepare a preliminary draft master plan within 70 days of completion of the final scope of the EIS.
 6. If an EIS is required, the institution or Seattle Department of Construction and Inspections, whichever is lead agency, shall be responsible for the preparation of a preliminary draft EIS within 70 days of the completion of the final scope, or approval of an EIS consultant contract, whichever is later.
 7. The Advisory Committee, the Director of Transportation, the Director, and the institution shall submit comments on the preliminary draft master plan and the preliminary draft EIS to the lead agency within three weeks of receipt, or on the environmental checklist and supplemental studies if an EIS is not required. If the Seattle Department of Construction and Inspections is the lead agency, a compiled list of the comments shall be submitted to the institution within ten days of receipt of the comments.
 - 8.

Within three weeks of receipt of the compiled comments, the institution shall review the comments and revise the preliminary draft master plan, if necessary, discussing and evaluating in writing the comments of all parties. The lead agency shall review the comments and be responsible for the revision of the preliminary draft EIS if necessary. If no EIS is required, the lead agency shall review the comments and be responsible for the annotation of the environmental checklist and revisions to any supplemental studies if necessary. Within three weeks after receipt of the revised drafts, the Director shall review the revised drafts and may require further documentation or analysis on the part of the institution. Three additional weeks may be spent revising the drafts for publication.

9. The Director shall publish the draft master plan. If an EIS is required, the lead agency shall publish the draft EIS.
 10. The Director and the lead agency shall hold a public hearing on the draft master plan and if an EIS is required, on the draft EIS.
 11. The Advisory Committee, the Director of Transportation and the Director shall submit comments on the draft master plan and if an EIS is required, on the draft EIS within six weeks after the issuance of the draft master plan and EIS.
 12. Within 13 weeks after receipt of the comments, the institution shall review the comments on the draft master plan and shall prepare the final master plan.
 13. If an EIS is required, the lead agency shall be responsible for the preparation of a preliminary final EIS, following the public hearing and within six weeks after receipt of the comments on the draft EIS. The Director of Transportation, the Director, and the institution shall submit comments on the preliminary final EIS.
 14. The lead agency shall review the comments on the preliminary final EIS and shall be responsible for the revision of the preliminary final EIS, if necessary. The Director shall review the revised final document and may require further documentation or analysis on the part of the institution.
 15. Within seven weeks after preparation of the preliminary final EIS, the Director shall publish the final master plan and, if an EIS is required, the lead agency shall publish the final EIS.
- E. Draft report and recommendation of the Director
1. Within five 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.
 2. 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 23.69, 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.
 3. 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.
 4. 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;
 - 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;

- 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.^[19] 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;
 - 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;
 - 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.
5. 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 adjoining areas. Transition 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;
 - 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 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;
 - c. The extent to which setbacks of Major Institution development at 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;
 - d. The extent to which allowable lot coverage is consistent with permitted density and allows for adequate setbacks along public rights-of-way or boundaries of the MIO District. Coverage limits should insure 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 MIO District and on the surrounding area;
 - 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;
 - f. The extent to which access to planned parking, loading and service areas is provided from an arterial street;
 - 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;
 - h. The extent to which designated open space maintains the patterns and character of the area in which the Major Institution is located and is desirable in location and access for use by patients, students, visitors and staff of the Major Institution;
 - i. The extent to which designated open space, though not required to be physically accessible to the public, is visually accessible to the public;
 - 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.

6. 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.

F. Draft Advisory Committee Report.

1. At the same time the Director is preparing a written report on the master plan application, the Advisory Committee shall prepare a written report of its findings and recommendations on the final master plan. The Advisory Committee report shall include, in addition to its recommendations, the public comments it received. The document may incorporate minority reports.
2. The Advisory Committee report shall set forth any issues which the committee believes were inadequately addressed in the final master plan and final EIS and clearly state the committee's position on these issues.
3. The Advisory Committee report shall include a record of committee meetings, including the meetings' minutes.

G. Preparation of Final Director's Report and Final Advisory Committee Report.

1. The Director shall submit the draft Director's report to the Advisory Committee and the institution for their review.
2. Within three (3) weeks after receipt of the draft Director's Report, the Advisory Committee and the institution shall review and submit comments to the Director on the draft Director's Report.
3. Within two (2) weeks after receipt of the Advisory Committee's and institution's comments, the Director shall review the comments, and prepare a final Director's report using the criteria in subsection E of this section. The Director shall address each of the issues in the Advisory Committee's comments on the draft Director's Report. In addition, on those issues where the Director's recommendation differs from the Advisory Committee's recommendations, the Director shall include explanation of the difference.
4. The Director shall submit the final Director's Report to the Advisory Committee.
5. Within two (2) weeks after receipt of the final Director's Report, the Advisory Committee shall finalize its report according to subsection F of this section. The Advisory Committee report shall also include comments on the final Director's Report.

H. Hearing Examiner Consideration of the Master Plan.

1. The Hearing Examiner shall review the Director's report and recommendation and the Advisory Committee's report on the Director's report, as provided in Section 23.76.052.
2. If the Hearing Examiner considers the proposed master plan and all recommendations for changes, alternatives, mitigating measures and conditions, and determines that a significant master plan element or environmental issue was not adequately addressed by the proposed master plan, the Hearing Examiner may request the institution to prepare new proposals on the issues identified, may request the Director to conduct further analysis or provide clarification, and may request the Advisory Committee to reconvene for the limited purpose of commenting on the new proposals. The new proposals shall also be submitted to the Director, Advisory Committee and parties of record for comment. After the new proposals and comments have been received, the Hearing Examiner may:
 - a. Remand the new proposals and Advisory Committee comments and recommendation to the Director for further consideration and report; or
 - b. Hold the hearing record open for evidence on the new proposals, the Advisory Committee comments and recommendation, and/or any comments pertaining to the limited issues which were presented by other parties of record.
3. The Hearing Examiner shall submit a recommendation to the Council on the proposed master plan within 30 days following the hearing. In addition to the Hearing Examiner's recommendation, the Hearing Examiner shall transmit to the Council the proposed master plan, environmental documentation, the Advisory Committee's reports, and the report and

recommendation of the Director.

I. Council Consideration of the Hearing Examiner's Recommendation.

1. The Council shall review and consider the Hearing Examiner's recommendation as provided in Section 23.76.054. The goal of the Council shall be to take final action on the Hearing Examiner's recommendation no later than three months after the date it receives the recommendation.
2. If the Council examines the proposed master plan and all recommendations for changes, alternatives, mitigating measures and conditions, and determines that a significant master plan element was not adequately addressed by the proposed master plan, the Council may remand the master plan for submission of additional information and/or new proposal(s) on the issue determined to be inadequately addressed, in a time frame specified in the remand. The institution shall submit the additional information and/or new proposals to the Advisory Committee, to the parties of record to the Council decision to remand, and to the Director. The Advisory Committee shall prepare and submit comments and a report to the Director. The Director shall submit a report and recommendation on the additional information and/or new proposal(s) to the Hearing Examiner. The Hearing Examiner shall consider the additional information and/or new proposal(s) and submit a recommendation to Council pursuant to subsection 23.69.32.H.

J. Council decision

1. The Council's decision to adopt, adopt with conditions, or deny an application for a Major Institution Master Plan shall comply with the requirements of Section 23.76.056.
2. Adoption of a master plan shall be by ordinance.

K. Requirement for compiled plan. Within 30 days of adoption of a master plan by the Council, the institution shall submit a draft copy of the compiled adopted plan for the Director's review and approval. This compiled plan shall incorporate all changes and conditions imposed during the plan approval process. The Director shall review the compiled plan within 30 days of receipt of the plan, and may request corrections or clarifications if necessary. Upon the Director's approval, the institution shall submit six written copies of the compiled adopted plan to the Director. The Director shall keep one copy and distribute the other five copies to the City Clerk's Office, the Department of Neighborhoods and the Seattle Public Library (one copy for the main downtown library and two copies to go to the two branch libraries nearest the institution). The institution shall also submit one copy of the compiled adopted plan in electronic format for the City to post on the City of Seattle Official Web Site. No Master Use Permit for development first permitted in the adopted plan shall be issued until the compiled plan has been reviewed and approved by the Director except as provided in Section 23.69.033.

(Ord. 126685, § 50, 2022; Ord. 126157, § 49, 2020; Ord. 124919, § 160, 2015; Ord. 124378, § 67, 2013; Ord. 123913, § 3, 2012; Ord. 123649, § 49, 2011; Ord. 122497, § 3, 2007; Ord. 121477, § 43, 2004; Ord. 120691, § 25, 2001; Ord. 118981, § 4, 1998; Ord. 118912, § 37, 1998; Ord. 118794, § 43, 1997; Ord. 118409, § 209, 1996; Ord. 118362, § 20, 1996; Ord. 116744, § 56, 1993; Ord. 115906, § 1, 1991; Ord. 115002, § 23, 1990.)

Footnotes:

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Editor's note— The Landmarks Preservation Ordinance is set out at Chapter 25.12 of this Code.

23.69.033 - Approval of master use permits prior to master plan adoption.

An institution may submit an application for development requiring a master plan prior to the master plan's adoption at any time following application for a master plan. The application may be approved if the following conditions are met:

A. Development proposed in the Master Plan:

1. The Draft Environmental Impact Statement (DEIS) and the draft master plan have been published; and
2. The development standards shall be established through the conditional use process; and either
3. a. The end of the schedule for submittal to Council of the master plan has been reached, and
- b.

Review of the application has been completed by the advisory committee and it has made a recommendation to the Director, and

- c. The Council has approved the development as a Council Conditional Use according to the criteria of Section 23.69.012 A; or
- 4. a. The advisory committee has reviewed the application and has recommended by a three-fourths (¾) vote of all advisory committee members, with at least six (6) affirmative votes, approval of the application, and
- b. The Director has approved the development as an Administrative Conditional Use according to the criteria of Section 23.69.012;

B. Development not proposed in the Master Plan:

- 1. The conditions of subsection A of this section have been met; and
- 2. The institution shall provide a statement describing the unforeseen conditions or circumstances which warrant the need to include the proposed development; and
- 3. An analysis of the environmental impacts of the new proposal shall be incorporated into the environmental analysis of the proposed master plan and shall be reviewed by the advisory committee; and
- 4. The published final master plan and final EIS shall be amended to include the proposed development.

(Ord. 118362 § 21, 1996; Ord. 115002 § 23(part), 1990.)

23.69.034 - Effect of master plan adoption

- A. After a master plan has been adopted, the institution may develop in accordance with the adopted master plan.
- B. The Director may approve applications requiring a master plan prior to final adoption of the master plan subject to the provisions of Section 23.04.040 F, Section 23.04.040 G, or Section 23.69.033.
- C. The Director shall not issue any permit for any development which has not been included within the master plan unless the institution has met the requirements of Section 23.69.035, Master plan amendment.
- D. Applications for master use permits for development contained in the adopted master plan shall be subject to the requirements of Chapter 25.05, Environmental Policies and Procedures.
- E. The adopted master plan shall be referenced on the Official Land Use Map and placed on file in the Department.
- F. Following adoption of a master plan, an Implementation Advisory Committee shall continue to advise the institution and the City regarding implementation or renewal of the master plan or amendments to the master plan. If more than one major institution is designated within the same general area, individual advisory committees may be consolidated into one committee. The Implementation Advisory Committee shall meet as necessary but no less than once annually to review the status of the master plan.
- G. When a master plan has been adopted prior to the effective date of these provisions and there is no Development Advisory Committee, a Development Advisory Committee shall be established in accordance with the provisions of subsection 23.69.032.B at the time an application for an amendment to the master plan, requiring Council approval, is made.
- H. The Implementation Advisory Committee and organizations directly affected by the actions of the institution, will be notified of Master Use Permit (MUP) applications for Major Institution uses within the Major Institution Overlay (MIO) District and for Major Institution structures outside of but within 2,500 feet of the MIO District boundaries, and shall have an opportunity to review and comment on the applications if there is a discretionary decision and formal comment period as part of the MUP.
- I. The institution shall provide an annual status report to the Director and its Development or Implementation Advisory Committee which shall detail the progress the institution has made in achieving the goals and objectives of the master plan. The annual report shall contain the following information:
 - 1. The status of projects that were initiated or under construction during the previous year;
 - 2. The institution's land and structure acquisition, ownership, and leasing activity outside of but within 2,500 feet of the MIO District boundary;
 - 3.

Progress made in achieving the goals and objectives contained in the transportation management program towards the reduction of single-occupant vehicle use by institution employees, staff and/or students; and

4. Progress made in meeting conditions of master plan approval.

(Ord. 126685, § 51, 2022; Ord. 118362, § 22, 1996; Ord. 116744, § 57, 1993; Ord. 115165, § 9, 1990; Ord. 115002, § 23, 1990.)

23.69.035 - Changes to master plan

- A. A proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment.
- B. Exempt Changes. An exempt change shall be a change to the design and/or location of a planned structure or other improvement from that shown in the master plan, which the Director shall approve without publishing an interpretation. Any new gross floor area or parking space(s) must be accompanied by a decrease in gross floor area or parking space(s) elsewhere if the total gross floor area or parking spaces permitted for the entire MIO District or, if applicable, the subarea would be exceeded. Each exempt change must meet the development standards for the MIO District. Exempt changes shall be:
 1. Any new structure or addition to an existing structure not approved in the master plan that is 12,000 square feet of gross floor area or less; or
 2. Twenty or fewer parking spaces not approved in the master plan; or
 3. An addition to a structure not yet constructed but approved in the master plan that is no greater than 20 percent of the approved gross floor area of that structure or 20,000 square feet, whichever is less; or
 4. Any change in the phasing of construction, if not tied to a master plan condition imposed under approval by the Council; or
 5. Any increase in gross floor area below grade.
- C. Amendments. The Advisory Committee shall be given the opportunity to review a proposed minor or major amendment and submit comments on whether it should be considered minor or major, and what conditions, if any, should be imposed if it is minor. The Director shall determine whether the amendment is minor or major according to subsections 23.69.035.D and 23.69.035.E. The Director's decision that a proposed amendment is minor or major shall be made in the form of an interpretation subject to the procedures of Chapter 23.88, Rules; Interpretation. If the Director and the Major Institution agree that a major amendment is required based on subsection 23.69.035.E, the interpretation process may be waived, and the amendment and environmental review process shall be subject to the provisions of subsection 23.69.035.G. After the Director makes a decision on whether an amendment is minor or major, the Advisory Committee shall be notified.
- D. Minor Amendments. A proposed change to an adopted master plan shall be considered and approved as a minor amendment when it is not an exempt change according to subsection 23.69.035.B, when it is consistent with the original intent of the adopted master plan (except as provided in this subsection 23.69.035.D.4), and when it meets at least one of the following criteria:
 1. The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or
 2. The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located; or
 3. The amendment is a proposal by the Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within 2,500 feet of the MIO District boundary, and the use is allowed in the zone but not permitted pursuant to Section 23.69.022. In making the determination whether the amendment is minor, the Director shall consider the following factors:
 - a. Whether an adequate supply of commercially zoned land for business serving neighborhood residents will continue to exist, and

- b. Whether the use will maintain or enhance the viability or long-term potential of the neighborhood-serving character of the area, and
 - c. Whether the use will displace existing neighborhood-serving commercial uses at street level or disrupt a continuous commercial street front, particularly of personal and household retail sales and service uses, and
 - d. Whether the use supports neighborhood planning goals and objectives as provided in a Council-approved neighborhood plan.
- 4. The amendment would accommodate a single development with residential uses composed of housing for students or employees of the Major Institution, that is consistent with criteria in subsection 23.69.026.C.1, and that either was not anticipated by or is in excess of what was anticipated in an adopted master plan. This kind of amendment could occur only one time per the lifetime of an adopted master plan. The floor area of said residential use, uses accessory thereto, and non-residential uses such as required street level uses shall be exempted from the calculation of total development capacity of the major institution overlay, and shall be excluded from calculation of Floor Area Ratio and not counted against the Major Institution's development program permitted floor area for the campus.
- E. Major Amendments. A proposed change to an adopted master plan shall be considered a major amendment when it is not an exempt change according to subsection 23.69.035.B or a minor amendment according to subsection 23.69.035.D. In addition, any of the following shall be considered a major amendment:
 - 1. An increase in a height designation or the expansion of the boundary of the MIO District; or
 - 2. Any change to a development standard that is less restrictive, except if a proposed change relates to providing housing affiliated with certain educational major institutions as identified in subsection 23.69.026.C.1; or
 - 3. A reduction in housing stock outside the boundary but within 2,500 feet of the MIO District, other than within a Downtown zone, that exceeds the level approved in an adopted master plan; or
 - 4. A change to the single-occupancy vehicle goal of an approved transportation management program that increases the percentage of people traveling by single-occupancy vehicle; or
 - 5. A use that requires Council Conditional Use approval, including but not limited to a helistop or a major communication utility, that was not described in an adopted master plan; or
 - 6. The update of an entire development program component of a master plan that was adopted under Code provisions prior to the 1996 Major Institutions Ordinance where the institution proposes an increase to the total amount of gross floor area allowed or the total number of parking spaces allowed under the institution's existing development program component within the MIO District. Changes to a development program relating to an action described in subsection 23.69.035.D.4 shall not be considered a development program update of this kind.
- F. If the Director, after reviewing any Advisory Committee recommendation, determines that a proposed major amendment is of unusual complexity or size, the Director may require that the institution prepare a new master plan subject to Section 23.69.032.
- G. If an amendment is determined to be major, the amendment and environmental review process shall be subject to the provisions of Section 23.69.032. However, a concept plan and preliminary draft plan shall not be required. Instead, the Major Institution shall submit a major amendment draft report as part of the application stating which parts of the master plan are proposed to be amended. If an EIS is required for the major amendment, the draft EIS shall be prepared after submittal of the major amendment draft report. After comments are received on the major amendment draft report, the institution shall prepare the major amendment final report and if required, the final EIS. If an EIS is not required for the major amendment, the Director is not required to hold a public hearing on the major amendment draft report.
- H. Noncontiguous areas that are included in an MIO District as a result of a previously adopted master plan shall be deleted from the MIO District at the time a major amendment is approved unless the noncontiguous area was a former and separate MIO District. The change to the MIO District boundaries shall be in accordance with the procedures for City-initiated amendments to the Official Land Use Map as provided in Chapter 23.76 and shall not be subject to the rezone criteria contained in Section 23.34.124.

(Ord. 126626, § 7, 2022; Ord. 120691, § 26, 2001; Ord. 118362 § 23, 1996; Ord. 115165 § 10, 1990; Ord. 115002 § 23(part), 1990.)

23.69.036 - Master plan renewal.

- A. The process for renewal of a master plan's development program component shall follow the procedures provided in Section 23.69.032, Master plan process.
- B. Noncontiguous areas which are included in a MIO District as a result of a previously adopted master plan shall be deleted from the MIO District at the time a new master plan development program component is adopted, unless the noncontiguous area was a former and separate MIO District. The change to the MIO District boundaries shall be in accordance with the procedures for City-initiated amendments to the Official Land Use Map as provided in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, and shall not be subject to the rezone criteria contained in Section 23.34.124.

(Ord. 120691, § 27, 2001; Ord. 118362 §§ 24, 25, 1996; Ord. 115002 § 23(part), 1990.)

APPENDIX C: PROCESS FOR MINOR & MAJOR AMENDMENTS

CITY OF SEATTLE LAND USE CODE:

23.69.035 - Changes to master plan

- A. A proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment.
- B. Exempt Changes. An exempt change shall be a change to the design and/or location of a planned structure or other improvement from that shown in the master plan, which the Director shall approve without publishing an interpretation. Any new gross floor area or parking space(s) must be accompanied by a decrease in gross floor area or parking space(s) elsewhere if the total gross floor area or parking spaces permitted for the entire MIO District or, if applicable, the subarea would be exceeded. Each exempt change must meet the development standards for the MIO District. Exempt changes shall be:
 - 1. Any new structure or addition to an existing structure not approved in the master plan that is 12,000 square feet of gross floor area or less; or
 - 2. Twenty or fewer parking spaces not approved in the master plan; or
 - 3. An addition to a structure not yet constructed but approved in the master plan that is no greater than 20 percent of the approved gross floor area of that structure or 20,000 square feet, whichever is less; or
 - 4. Any change in the phasing of construction, if not tied to a master plan condition imposed under approval by the Council; or
 - 5. Any increase in gross floor area below grade.
- C. Amendments. The Advisory Committee shall be given the opportunity to review a proposed minor or major amendment and submit comments on whether it should be considered minor or major, and what conditions, if any, should be imposed if it is minor. The Director shall determine whether the amendment is minor or major according to subsections 23.69.035.D and 23.69.035.E. The Director's decision that a proposed amendment is minor or major shall be made in the form of an interpretation subject to the procedures of [Chapter 23.88](#), Rules; Interpretation. If the Director and the Major Institution agree that a major amendment is required based on subsection 23.69.035.E, the interpretation process may be waived, and the amendment and environmental review process shall be subject to the provisions of subsection 23.69.035.G. After the Director makes a decision on whether an amendment is minor or major, the Advisory Committee shall be notified.

D. Minor Amendments. A proposed change to an adopted master plan shall be considered and approved as a minor amendment when it is not an exempt change according to subsection 23.69.035.B, when it is consistent with the original intent of the adopted master plan (except as provided in this subsection 23.69.035.D.4), and when it meets at least one of the following criteria:

1. The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or
2. The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located; or
3. The amendment is a proposal by the Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within 2,500 feet of the MIO District boundary, and the use is allowed in the zone but not permitted pursuant to Section 23.69.022. In making the determination whether the amendment is minor, the Director shall consider the following factors:
 - a. Whether an adequate supply of commercially zoned land for business serving neighborhood residents will continue to exist, and
 - b. Whether the use will maintain or enhance the viability or long-term potential of the neighborhood-serving character of the area, and
 - c. Whether the use will displace existing neighborhood-serving commercial uses at street level or disrupt a continuous commercial street front, particularly of personal and household retail sales and service uses, and
 - d. Whether the use supports neighborhood planning goals and objectives as provided in a Council-approved neighborhood plan.
4. The amendment would accommodate a single development with residential uses composed of housing for students or employees of the Major Institution, that is consistent with criteria in subsection 23.69.026.C.1, and that either was not anticipated by or is in excess of what was anticipated in an adopted master plan. This kind of amendment could occur only one time per the lifetime of an adopted master plan. The floor area of said residential use, uses accessory thereto, and non-residential uses such as required street level uses shall be exempted from the calculation of total development capacity of the major institution overlay, and shall be excluded from calculation of Floor Area Ratio and not counted against the Major Institution's development program permitted floor area for the campus.

E. Major Amendments. A proposed change to an adopted master plan shall be considered a major amendment when it is not an exempt change according to subsection 23.69.035.B or a minor amendment according to subsection 23.69.035.D. In addition, any of the following shall be considered a major amendment:

1. An increase in a height designation or the expansion of the boundary of the MIO District; or
2. Any change to a development standard that is less restrictive, except if a proposed change relates to providing housing affiliated with certain educational major institutions as identified in subsection 23.69.026.C.1; or
3. A reduction in housing stock outside the boundary but within 2,500 feet of the MIO District, other than within a Downtown zone, that exceeds the level approved in an adopted master plan; or
4. A change to the single-occupancy vehicle goal of an approved transportation management program that increases the percentage of people traveling by single-occupancy vehicle; or
5. A use that requires Council Conditional Use approval, including but not limited to a helistop or a major communication utility, that was not described in an adopted master plan; or

6. The update of an entire development program component of a master plan that was adopted under Code provisions prior to the 1996 Major Institutions Ordinance where the institution proposes an increase to the total amount of gross floor area allowed or the total number of parking spaces allowed under the institution's existing development program component within the MIO District. Changes to a development program relating to an action described in subsection 23.69.035.D.4 shall not be considered a development program update of this kind.
- F. If the Director, after reviewing any Advisory Committee recommendation, determines that a proposed major amendment is of unusual complexity or size, the Director may require that the institution prepare a new master plan subject to Section 23.69.032.
- G. If an amendment is determined to be major, the amendment and environmental review process shall be subject to the provisions of Section 23.69.032. However, a concept plan and preliminary draft plan shall not be required. Instead, the Major Institution shall submit a major amendment draft report as part of the application stating which parts of the master plan are proposed to be amended. If an EIS is required for the major amendment, the draft EIS shall be prepared after submittal of the major amendment draft report. After comments are received on the major amendment draft report, the institution shall prepare the major amendment final report and if required, the final EIS. If an EIS is not required for the major amendment, the Director is not required to hold a public hearing on the major amendment draft report.
- H. Noncontiguous areas that are included in an MIO District as a result of a previously adopted master plan shall be deleted from the MIO District at the time a major amendment is approved unless the noncontiguous area was a former and separate MIO District. The change to the MIO District boundaries shall be in accordance with the procedures for City-initiated amendments to the Official Land Use Map as provided in Chapter 23.76 and shall not be subject to the rezone criteria contained in Section 23.34.124.

(Ord. 126626, § 7, 2022; Ord. 120691, § 26, 2001; Ord. 118362 § 23, 1996; Ord. 115165 § 10, 1990; Ord. 115002 § 23(part), 1990.)

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APPENDIX D: COMMUNITY OUTREACH

Ongoing community outreach for UWMC - Northwest includes the following events along with monthly DAC meetings that invite public for comments. See City of Seattle's MIMP website for more information on UWMC - Northwest DAC meetings.



1. SEPA public outreach at UWMC - Northwest.



2. Site tour of UWMC - Northwest campus for DAC members.

3. Online open house for UWMC – Northwest MIMP:

UW Facilities

(/)

UWMC – Northwest Major Institution Master Plan

Campus planning

UWMC – Northwest MIMP



Give your feedback

The Draft MIMP and Draft EIS are now available and we are interested in your comments:

- **Visit the online open house** (<https://northwestmasterplan.infocommunity.org/>) anytime between Sept. 5 and Oct. 5, 2023.
- **Attend the in-person open house** on Thursday, Sept. 21 from 6 to 8 p.m.
1550 N 115th Street, Seattle WA 98133
Medical Office Building, Board Room 202

You may also submit formal SEPA comments:

Mail: Julie Blakeslee | Univ. of Washington, Box 352205, Seattle WA 98195-2205

E-Mail: NorthwestMIMP@uw.edu (<mailto:NorthwestMIMP@uw.edu>)

Comments must be received by 5 p.m. on October 5, 2023.



Aerial view of UW Medical Center Northwest located in the Northgate and Haller Lake neighborhoods of North Seattle on a 33-acre campus.

It's time to develop a new Major Institution Master Plan for the UWMC – Northwest campus.

UWMC – Northwest opened in 1960 as Northwest Hospital. More recent campus development has been guided by a master plan that was developed in 1991. Since then, the region's population and demand for healthcare services have grown significantly.

A master plan is a detailed document that lays out the long-term vision for an institutional campus, such as a university or large medical center. The [City of Seattle requires](https://www.seattle.gov/neighborhoods/programs-and-services/major-institutions-and-schools/major-institution-advisory-committees#majorinstitutionmasterplan) (<https://www.seattle.gov/neighborhoods/programs-and-services/major-institutions-and-schools/major-institution-advisory-committees#majorinstitutionmasterplan>) all major medical and educational institutions to define a “major institution master plan (MIMP)” for their respective campuses and facilities. A MIMP documents existing facilities and infrastructure, identifies potential development areas and establishes the design standards that will guide future development.

A Major Institution Master Plan will define a long-range plan for our medical center property. As UW Medicine continues to be a national leader in transforming patient care and medical services, our facilities must also reflect our commitment to excellence.

A roadmap to guide the way

The process by which a major institution applies for and develops a Master Plan is established by the [Seattle Land Use Code Section 23.69.032](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IIILAUSRE_CH23.69MAINOVDI_SUBCHAPTER_VIPR_23.69.032MAPLPR) (https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IIILAUSRE_CH23.69MAINOVDI_SUBCHAPTER_VIPR_23.69.032MAPLPR).

In Seattle, master plans have been established for 13 major medical and educational institutions, including UWMC – Montlake (as part of the UW Seattle campus), Seattle Children’s Hospital and North Seattle College.

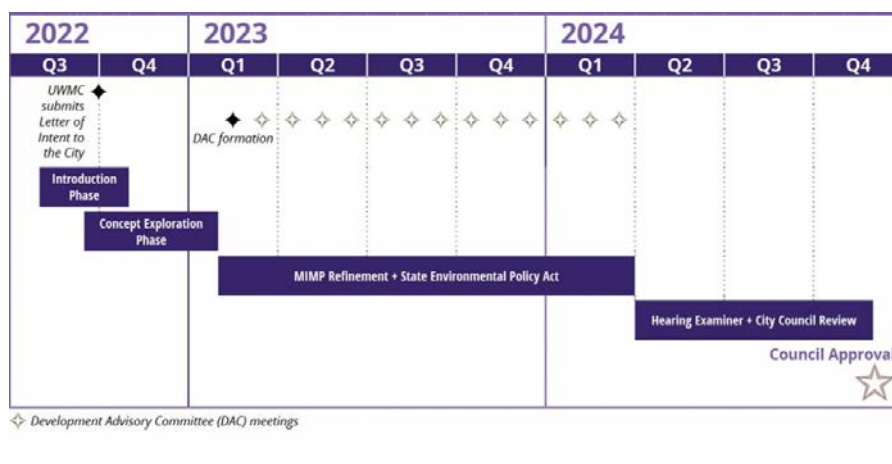
We are working with several partners to define our future during the MIMP process, including our community, neighbors, employees and patients. As part of the MIMP development process, we will also work with the City of Seattle [Departments of Neighborhoods](https://www.seattle.gov/neighborhoods) (DON), [Transportation](https://www.seattle.gov/transportation) (SDOT) and [Construction and Inspections](https://www.seattle.gov/sdci) (SDCI). The City Council and UW Board of Regents make the final decision to adopt the MIMP once it is completed.

Community voices like yours shape the MIMP

Before submitting a formal MIMP, we are engaging with members of our community to understand and incorporate your priorities into the proposal. We’ll be in the community presenting information, asking for your feedback and hosting both virtual and in-person events.

The community is represented by a formally appointed advisory committee that participates in both creating the MIMP and monitoring implementation. All Development Advisory Committee (DAC) meetings are open to the public and provide an opportunity for public comment. You can [learn more about the DAC meetings on the Seattle Department of Neighborhoods](https://www.seattle.gov/neighborhoods/public-participation/major-institutions-and-schools/major-institution-advisory-committees/uw-medical-center-%E2%80%93-northwest-campus) website.

Schedule



(<https://facilities.uw.edu/files/media/uwmc-northwest-mimp-schedule.png>)

Text alternative of schedule graphic by phase:

Regular DAC meetings

Regular DAC meetings held once a month from March 2023 through Q1 2024. Occasional meetings anticipated Q2-Q4 2024.

MIMP Refinement and State Environmental Policy Act

February 2023 – March 2024

Hearing Examiner and City Council Review

Anticipated through much of 2024

— Master plan process



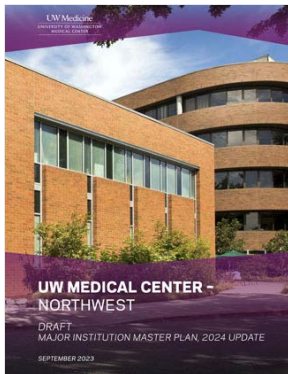
(</files/media/city-of-seattle-master-plan-process-slide.pdf>)

Text alternative to Master Plan Process visual

The major steps with a Master Plan process, after submittal of a Concept Plan, include:

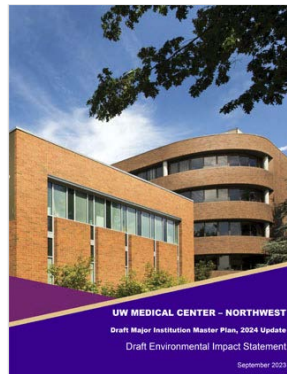
- Review of the Draft Master Plan and Draft EIS by the Development Advisory Committee and their submittal of a comment report to the SDCI Director.
- Review of the Final Master Plan and Final EIS by the Development Advisory Committee and their submittal of a comment report to the SDCI Director.
- After the SDCI Director prepares their comment report of the Final Master Plan and EIS, the Development Advisory Committee has the opportunity to respond to the Director's report.
- These reports are submitted to the Hearing Examiner for consideration.
- The Hearing Examiner conducts analysis and provides recommendations to the City Council.
- The City Council considers these reports for their decision.

— UWMC – Northwest Draft MIMP



UWMC – Northwest Draft Major Institutional Master Plan [PDF - 12.81 MB]

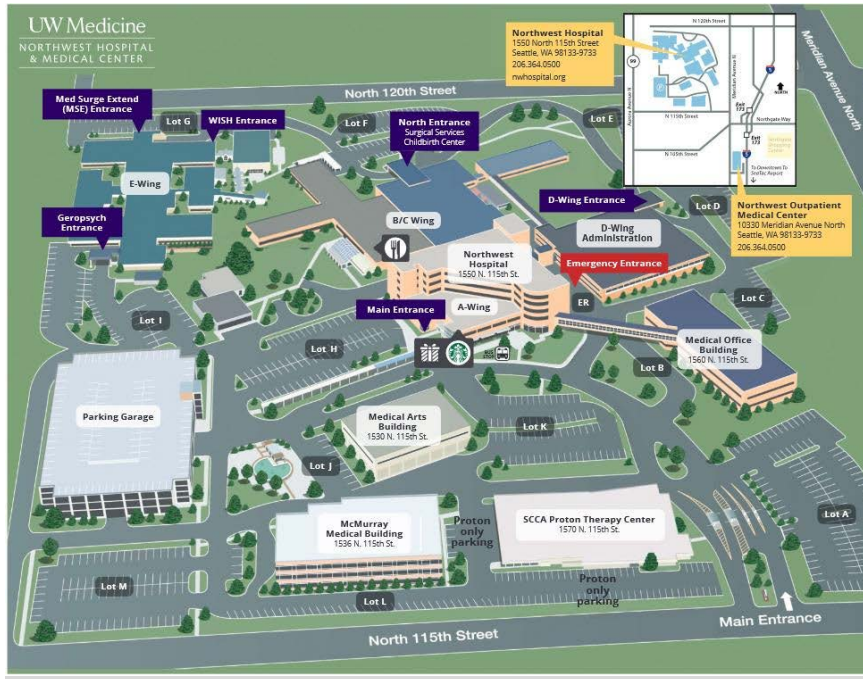
(<https://facilities.uw.edu/files/media/uwmc-northwest-draft-mimp-09.05.2023.pdf>)



UWMC – Northwest Draft Major Institutional Master Plan - Environmental Impact Statement [PDF - 41.41 MB]

(<https://facilities.uw.edu/files/media/uwmc-northwest-draft-eis-09.05.2023.pdf>)

— Northwest Hospital & Medical Center map



(<https://facilities.uw.edu/files/media/map-of-uwmc-northwest-hospital.jpg>)

UWMC – Northwest Hospital & Medical Center at 1550 North 115th Street in Seattle. Visit <https://www.uwmedicine.org/locations/northwest-hospital> (<https://www.uwmedicine.org/locations/northwest-hospital>) for complete service information and directions.

Campus planning

UWMC – Northwest MIMP

CONTACT

Julie Blakeslee

Project Manager

NorthwestMIMP@uw.edu (<mailto:NorthwestMIMP@uw.edu>)

Pamela Renna

UWMC Associate Administrator

NorthwestMIMP@uw.edu (<mailto:NorthwestMIMP@uw.edu>)

Project updates were provided in various media and/or online outlets:

- *The Daily*
- *Seattle Times*
- *Daily Journal of Commerce*
- *UW Today*
- E-mails
- Postcards
- UW Facilities Website (as previously highlighted above)
- Open Houses (in-person and online)



FIGD.1 [ONLINE OPEN HOUSE](#)

DAC MEETINGS

Eleven Development Advisory Committee meetings and an introductory meeting were held prior to the publication of the Final MIMP and Final EIS. All meetings were open to the public and held at the UWMC - Northwest campus for easy access to neighbors and DAC members. Presentations are available [online](#) at the SDON Major Institutions website. Table D.1 below provides a high level summary of the purpose of each DAC meeting for the UWMC - Northwest MIMP.

TABLE D.1 DAC MEETING SCHEDULE

Introduction	February 1, 2023	<ul style="list-style-type: none"> ▪ Introductions to DON / Committee ▪ DAC Orientation
DAC #1	March 23, 2023	<ul style="list-style-type: none"> ▪ Chair / Vice-Chair Elections ▪ Presentation & Discussion of Concept Plan & SEPA EIS Scoping Process
DAC #2	April 24, 2023	<ul style="list-style-type: none"> ▪ Update on EIS Scoping & Outreach ▪ Preview Design Guidelines & Development Standards
DAC #3	May 22, 2023	<ul style="list-style-type: none"> ▪ Finalize & Submit Concept Plan Comments, Review Scenarios ▪ Transportation & Parking Introduction
DAC #4	June 26, 2023	<ul style="list-style-type: none"> ▪ Overview & Distribute Preliminary Draft MIMP & EIS
DAC #5	July 10, 2023	<ul style="list-style-type: none"> ▪ DAC Crafts Comment Letter o Prelim. Draft MIMP & EIS
DAC #6	July 24, 2023	<ul style="list-style-type: none"> ▪ DAC Crafts Comment Letter o Prelim. Draft MIMP & EIS
DAC #7	August 14, 2023	<ul style="list-style-type: none"> ▪ DAC Crafts Comment Letter o Prelim. Draft MIMP & EIS
DAC #8	September 11, 2023	<ul style="list-style-type: none"> ▪ Review Changes Made to Draft MIMP & EIS
DAC #9	October 23, 2023	<ul style="list-style-type: none"> ▪ DAC Finalizes Comment Letter on Draft MIMP & EIS
DAC #10	January 22, 2024	<ul style="list-style-type: none"> ▪ Overview & Distribute Preliminary Final MIMP & EIS
DAC #11	February 12, 2024	<ul style="list-style-type: none"> ▪ DAC Crafts Comment Letter ▪ Prelim. Final MIMP & EIS

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APPENDIX E: TRANSPORTATION ANALYSES

Loading Dock/Berth Calculations

The following summarizes the calculations supporting the loading berth recommendations provided within the MIMP. This analysis was also documented in the Transportation Discipline Report prepared as part of the environmental review process.

Existing Conditions

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.

Observations were completed in 2023 at the existing loading dock in order to identify the current campus demands and to establish rates to be used in identifying the future needs of the campus. Observations were conducted for a two-day weekday period between the hours of 5:00 a.m. and 9:00 p.m. Quiet hours of the campus result in very limited deliveries outside this time period, however they dock remains open for deliveries. All parcel deliveries were recorded that utilized the loading dock area. Other vehicle classes that accessed the loading docks were passenger cars, panel vans, larger box-trucks, maintenance vehicles, and/or smaller tractor trailers. All vehicle classes were included in the calculations to estimate a conservative rate inclusive of all vehicles accessing the loading dock. A summary of the existing site attributes and an overview of the observations is included in Table 1.

Table 1. Loading Berth Survey Building Attributes and Observation Periods

Building	Date of Observations	Number of Observation Days	Campus Development Area (gsf)	Number of Berths
UWMC - Northwest	April 2023	2	549,697 sf	3 active loading berths, with 2 separate berths for garbage and recycling

A summary of the average delivery activity during the study period at the existing UWMC-Northwest facility is provided in Table 2. This information was used to identify the overall loading dock requirements for the MIMP. An overall demand rate was calculated based on the total occupancy of each loading dock during the observation periods and the total development area of the campus.

Table 2. Loading Berth Weekday Activity Summary

	Day 1 (4/26/2023)	Day 2 (4/27/2023)	Average
Activity			
Deliveries per Day (all vehicles)	27	31	29
Duration			
Average Duration (min)	18.1	23.8	21.1
Total Delivery Time (min)	489	736	621
Delivery Time (min) per 1,000 sf	0.89	1.34	1.13
Notes: sf = square-feet			

As shown in Table 2, the weighted average delivery demand for the existing campus equates to 1.13 minutes per 1,000 square feet.

No Action Conditions

The No Action condition reflects the construction of the Behavioral Health Teaching Facility (BHTF) (just east of A-Wing) and infrastructure associated with the construction of that facility. Based on current SMC criteria, the BHTF project was required to construct 7 loading berths. 5 of these are expected to be active as two are being used for garbage and recycling compactors. With these additional loading berths, the campus includes a total of 8 active loading berths. Projected demand and utilization of the existing berths is outlined in Table 3. The overall capacity of the loading berths is determined based on the number of berths as well as the period of time that the loading dock is "open". As this is a medical institution there are core delivery hours, with evening restrictions for quiet hours. Based on the observations, the majority of the activity was observed between 7:00 a.m. and 5:00 p.m. for a total of 10 hours. This was applied for the campus, resulting in a capacity of 600 minutes (10 hours * 60 minutes) per loading berth. This represents a conservative estimate as technically, the loading dock is open 24 hours a day, seven days a week.

Table 3. UWMC – Northwest Loading Berth Utilization Study (MIMP)

Scenario	Size	Demand (minutes) ¹	Number of Loading Berths	Utilization
Existing	549,697 sf	621	3	35%
No Action	764,543 sf	866	8	18%

1. Demand expressed in minutes as identified above.

Based on the 764,543 sf of total development, and considering the existing service rates, there is forecast to be approximately 866 delivery-minutes or 41 deliveries per day in the future.

Assuming the loading berths operate for 10 hours per day similar to the existing data, the total loading berths operational capacity under this scenario is 4,800 minutes (8 berths * 600 minutes per berth). Based on the 866 delivery-minutes, the percent utilization of the loading berths is 18 percent under this scenario. This number shows that the 8 loading berths expected with the completion of the BHTF project are more than adequate to accommodate the projected delivery demands under the No Action condition.

MIMP

Campus deliveries are expected to continue to be managed at a campus-wide level with one or more loading docks. The future needs of the campus have been identified based on the existing demand rates and a targeted utilization of less than 40 percent. As noted above, the current utilization is 35 percent and the campus has not indicated any operational issues. There are very few times through the day, based on observations that all three existing berths are utilized. While several berths were added with the BHTF project, the location of these may change as a result of the MIMP development plans.

Under the proposed MIMP, the incremental increase in project size, relative to the No Action condition, is 835,457 sf. The master plan has identified a minimum of 9 active loading spaces; 1 additional active loading berth is planned as part of the MIMP. A summary of the forecast demand and utilization is included below in Table 4. The Existing and No Action conditions are included in the table for comparative purposes.

Scenario	Size	Demand (minutes)¹	Number of Loading Berths	Utilization
Existing	549,697 sf	621	3	35%
No Action	764,543 sf	866	8	18%
MIMP	1,600,000	1796	9	33%

1. Demand expressed in minutes as identified above.

Applying the existing rates for the campus to the 600,000 sf total campus size, there is estimated to be approximately 1,796 min delivery-minutes or 85 deliveries per day. Assuming the loading berths operate for 10 hours per day, the total loading berths operation capacity under this scenario is 5,400 minutes (9 berths * 600 minutes per berth). Based on the 1,796 delivery-minutes, the percent utilization of the loading berths is 33 percent, under this scenario. This number shows that the 9 loading berths operating at 10 hours per day are more than enough to accommodate the deliveries made to the site and will utilize only 33 percent of their future capacity. Expansion of the core delivery hours, or increasing the acceptable utilization could reduce the numbers of bays needed. The acceptable hours, in consideration of patient care, are dependent on the location of the dock relative to patient facilities. If the assumed delivery hours per day were increased, the number of loading berths could be reduced while still maintaining the same 33 percent utilization forecasted under the MIMP.

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APPENDIX F: POTENTIAL DEVELOPMENT STRATEGIES

In order to establish MIMP height & setback needs, several scenarios were tested to visualize how the campus could evolve over the next 20 years to accommodate the required growth square footage. None of the scenarios developed are proposed designs or projects underway. The MIMP alternatives focus on height overlays and setbacks that would accommodate any of these potential development strategies. These studies were conducted to ensure the feasibility of meeting the required growth square footage over the life of the MIMP.

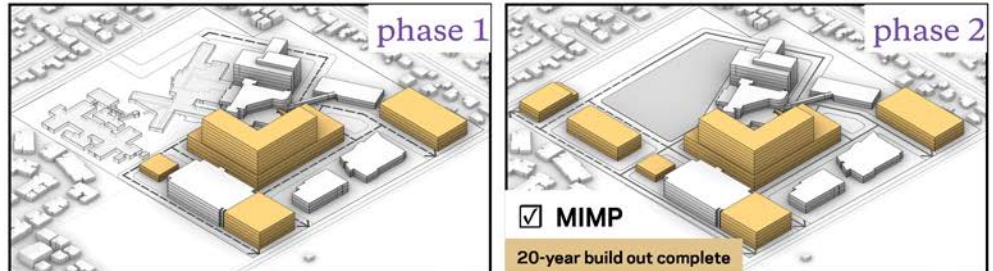
The following constraints were drivers of these strategies and will be factors driving future development:

- Connect to the Hospital through A-Wing required for new Inpatient Development
- Achieve a more densely developed facility (smaller footprint, taller building) to support functional flows between program
- Locate the Emergency Department as close as possible to N. 115th St. to support quick access for emergency vehicles
- Assume ideal configuration for inpatient towers as long narrow bars
- Locate Diagnostic and Treatment Services on lower levels (require a larger block of contiguous square footage)
- Locate hospital development close to the “front door” of campus with easy access to parking
- Develop new hospital areas before any existing hospital wings are demolished on campus to maintain continuous levels of care to community
- Maintain groundlease and newest buildings

STRATEGY 1 - OVERVIEW

1. Maximize Efficiency

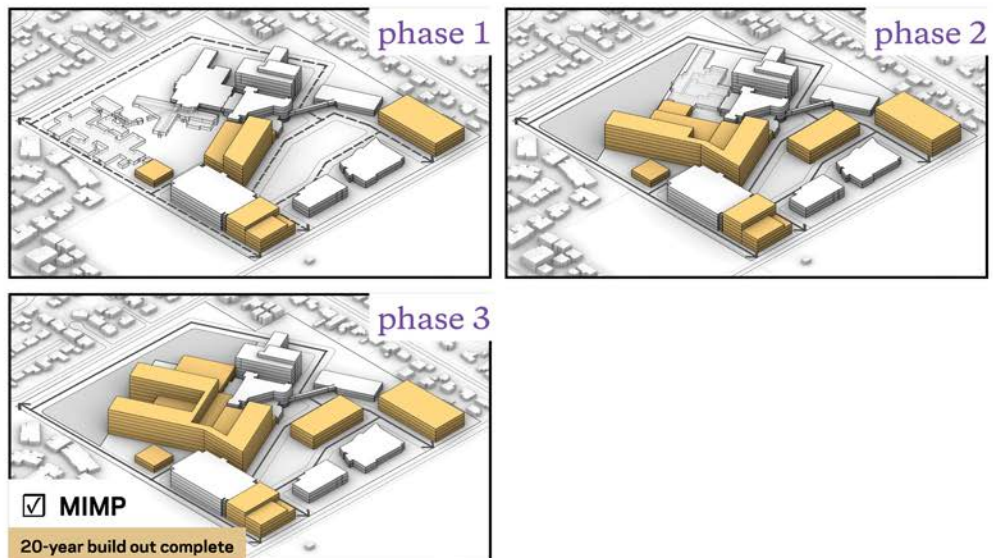
- ◇ Build as much as possible, early
- ◇ Replace E/B/C-Wings in phase 1
- ◇ Achieve MIMP program in phase 2
- ◇ Maximize open space on campus



STRATEGY 2 - OVERVIEW

2. Budget-Driven, Small Projects

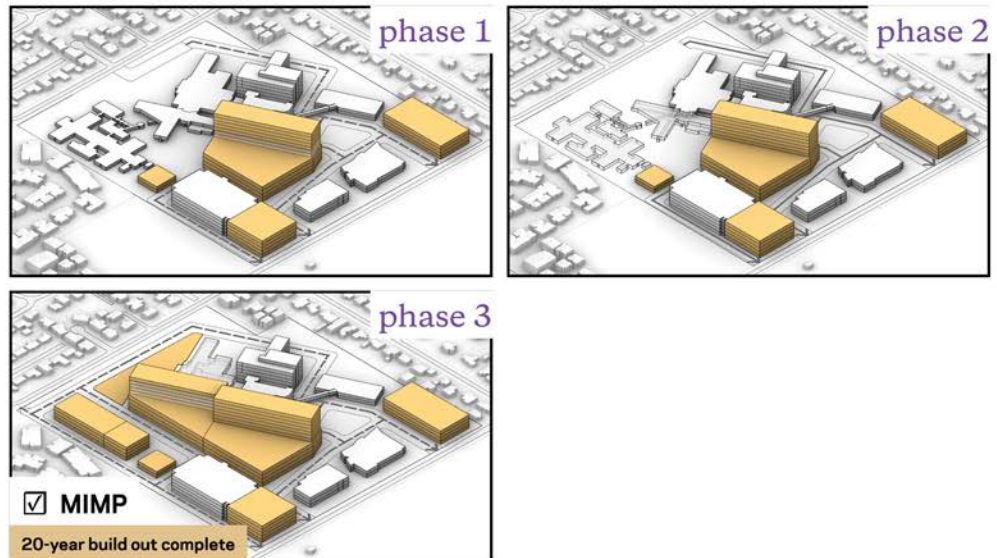
- ◇ Build in a series of smaller projects
- ◇ Decant C/E-Wings in phase 1
- ◇ Decant B-Wing in phase 2
- ◇ Growth and Montlake beds split between phases 2 and 3
- ◇ Achieves MIMP program at conclusion of phase 3



STRATEGY 3 - OVERVIEW

3. Moderated Phasing, Keep B and E-Wings Longer

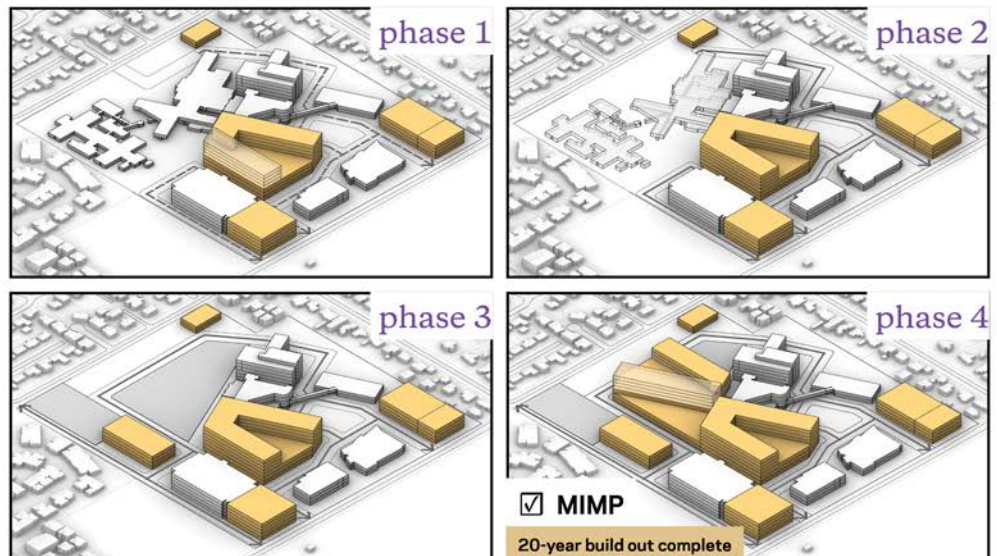
- ◇ Build in 2 large phases with a series of shell space build-outs
- ◇ Focus on growth in phase 1 (148 beds), with shelled inpatient floors
- ◇ Build-out shelled space to replace E-Wing and C-Wing in phase 2
- ◇ Replace B-Wing beds, add remaining growth and shell inpatient floors in phase 3
- ◇ Achieves MIMP program at conclusion of phase 3



STRATEGY 4 - OVERVIEW

4. Multiple Bed Wings

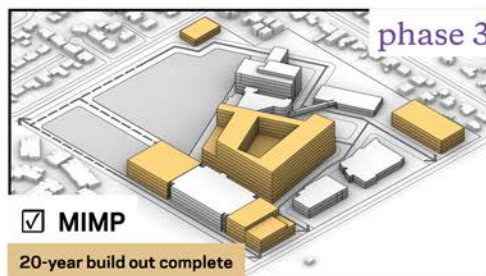
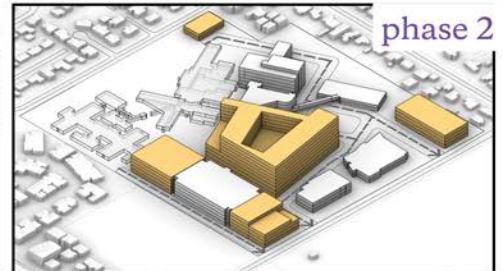
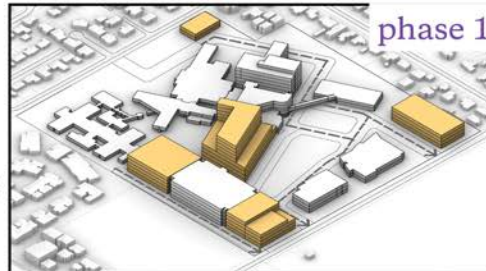
- ◇ Build a large D&T footprint early, but in multiple, lower rise wings
- ◇ Provide growth beds in phase 1
- ◇ Achieve MIMP program in phase 4



STRATEGY 5 - OVERVIEW

5. Growth First, on H Lot

- ◇ Limit phase 1 footprint to Lot H
- ◇ Maximize growth in phase 1
- ◇ Replace E/B/C-Wings in phase 2
- ◇ Achieve MIMP program by end of phase 3



APPENDIX G: ACKNOWLEDGEMENTS

DEVELOPMENT ADVISORY COMMITTEE

Scott Sheehan	Chairperson
Andy Mitton	Vice-Chairperson
Karoline Derse	
Joan Hanson	
Kippy Irwin	
Kevin Jones	
Shawn MacPherson	
Keith Slack	
Susan White	
Carol Whitfield	

CITY OF SEATTLE STAFF

Dipti Garg	Seattle Department of Neighborhoods
Nelson Pesigan	Seattle Department of Neighborhoods
Holly Godard	Seattle Department of Construction and Inspections
Katrina Nygaard	Seattle Department of Construction and Inspections
John Shaw	Seattle Department of Construction and Inspections
Kelsey Timmer	Seattle Department of Transportation

UNIVERSITY OF WASHINGTON

Cindy Hecker	Chief Executive Officer, UW Medical Center
Pamela Renna	Associate Administrator, UWMC Facilities and Campus Development
Julie Blakeslee	Project Manager, University Planner, UW Facilities
Kristine Kenney	Director, Campus Architecture & Planning, UW Facilities
Cynthia Dold	Chief Operating Officer, UW Medicine Hospitals & Clinics
Jacqueline Cabe	Chief Financial Officer, UW Medicine
Steve Tatge	Associate Vice President, Asset Management, UW Facilities

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Transpo Group
Foster Garvey
Stepherson & Associates
Thornton Tomasetti
KPFF
PAE Consulting Engineers
SG2

Planning & Design
SEPA / EIS Consulting
Transportation Planning
Legal Services
Community Engagement
Structural Engineering
Civil Engineering
Mechanical, Electrical, Plumbing Engineering
Healthcare Service Projections

BACK COVER IMAGE SHOWS UWMC – NORTHWEST A-WING AND CAMPUS ENTRY DRIVE



July 15, 2024
Hearing Examiner for the City of Seattle
President, Seattle City Council

RE: UWMC Northwest Development Advisory Committee (DAC) Comments and Recommendations Concerning the UWMC Northwest Hospital Major Institutions Master Plan (MIMP).

Dear Hearing Examiner and City Council,

In accordance with SMC 23.69, the UWMC Northwest Major Institutions Program Development Advisory Committee submits its comments and recommendations on the Major Institution Master Plan for UWMC Northwest Hospital.

The DAC looked carefully at what the proposed expansion would look like and how UWMC Northwest's proposed alternatives would impact the neighborhood and the range of people who live, work, go to school, or play in the area. We believe it is our role to balance the growth of the University with the long term needs of the community.

The methodology used to prepare these comments included creating targeted subcommittees to review each subject matter and provide a summary and proposed comments for review and discussion with the whole committee. The designated subcommittees were as follows:

- Traffic, Parking, Access and Circulation- Karoline, Susan
- Landscape, Open spaces, Tree Preservation, Aesthetics, Stormwater - Andy, Kippy
- Views, Shadows, Air quality, Noise and Utilities: Infrastructure - Carol, Keith, Kevin
- Land Use: Height, bulk and scale, setbacks- Scott, Joan and Shawn

These comments and discussion were then summarized by Karoline and Kippy with additional input from subcommittee members as appropriate.

Thank you for the opportunity to comment on this proposal. The DAC looks forward to our continued work with UWMC Northwest, the Community members and City of Seattle Staff.


Scott Sheehan
Scott Sheehan (Jul 17, 2024 12:10 PDT)

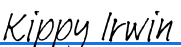
Scott Sheehan

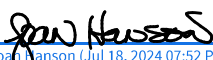
Andy Mitton
Andy Mitton (Jul 17, 2024 13:20 PDT)


Andy Mitton

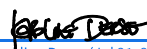
Scott Sheehan and Andy Mitton,
Committee Co-chairs



Carol Whitfield (Jul 17, 2024 20:39 PDT)
Carol Whitfield



Kippy Irwin (Jul 19, 2024 07:16 PDT)
Kippy Irwin

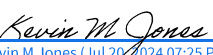

Joan Hanson (Jul 18, 2024 07:52 PDT)
Joan Hanson


Shawn MacPherson (Jul 17, 2024 16:19 PDT)
Shawn MacPherson


Karoline Derse (Jul 21, 2024 07:54 PDT)
Karoline Derse


Susan White (Jul 19, 2024 08:47 PDT)
Susan White


Keith Slack (Jul 22, 2024 06:17 PDT)
Keith Slack


Kevin M Jones (Jul 20, 2024 07:25 PDT)
Kevin M Jones

Members, UWMC Northwest Major Institutions Master Plan Development Advisory Committee

MAJOR INSTITUTIONS MASTER PLAN

UNIVERSITY OF WASHINGTON MEDICAL CENTER, NORTHWEST HOSPITAL MAJOR INSTITUTIONS MASTER PLAN

DEVELOPMENT ADVISORY COMMITTEE Final Report and Recommendations

SUBMITTED TO:
City Council of the City of Seattle
Hearing Examiner for the City of Seattle

July 15, 2024

This report is produced pursuant to Seattle Municipal Code Section SMC 23.69.032 and contains the findings and recommendations of the Major Institutions Master Plan (MIMP) Development Advisory Committee (DAC) for the UW Medical Center Northwest Hospital Master Planning Process.

City of Seattle
Seattle Department of Neighborhoods
Jenifer Chao, Director

ACKNOWLEDGEMENTS

Development Advisory Committee Members

Scott Sheehan, Chairperson
Andy Mitton, Vice-Chairperson
Karoline Derse
Joan Hanson
Kippy Irwin
Kevin Jones
Shawn MacPherson
Keith Slack
Susan White
Carol Whitfield

UW MEDICAL CENTER NORTHWEST

Julie Blakeslee, Environmental and Land Use Planner
Pamela Renna, ex-officio member, Associate Administrator, Facilities and Campus Development

City of Seattle

Dipti Garg, ex-officio member, Department of Neighborhoods
Crystal Torres, ex-officio member, SDCI
Kelsey Timmer, ex-officio member, SDOT

And all those people in our community who testified before the Committee and/or provided written reports and comments.

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Section I

The following are the recommendations of the UW Medical Center Northwest Major Intuitions Program Development Advisory Committee (DAC):

The recommendations below reference the Final MIMP & EIS Comments (dated March 2024)

UWMC Northwest campus is an asset to the Haller Lake and Northgate community. All DAC members feel it is an honor to be part of this committee and grateful that we have been given the opportunity to provide our comments on the UWMC - NW final MIMP and EIS. We all understand that UWMC - NW needs to grow and update many of its facilities. We represent the community surrounding the hospital and our goal is a successful outcome for positive change for both the hospital and the community. There are many seniors, adults, and young families that live near the campus and walk/run/ bike commuters passing through and near the campus. We ask that they are all considered in the proposed campus design and also considered in minimizing the associated construction, noise and pollution impacts.

We have a very friendly, active community that will help make this campus wonderful if you design it to welcome and integrate them. The hospital has been a great neighbor since inception, and it is in the best interest of everyone to continue to do so. The recommended revisions that we have identified as having the strongest impact on the community can be summarized as follows:

- A. 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
- B. Locating the tallest structures only near the central or southern areas of the property
- C. Central Utility Plant location considerations
- D. Allowing parking garages at the south and southern half of west property line, where not directly adjacent to residential structures
- E. Generous setbacks abutting and across from residential parcels
- F. Restricting building height near residential property lines
- G. Maintaining trees and vegetation on the property now, during, and after the development

A. Prohibiting access point from N 120th Street

The DAC is happy with the N 120th St access point being eliminated from the Final MIMP.

B. Locating the tallest structures only near the central or southern areas of the property.

The proposed heights are still higher than DAC members would like to see being so close to our community. We hope for continued consideration on placing the tallest structure(s) in the central or southern 2/3rd of the property. The primary concerns are regarding views, shadows and a general “out of place/ towering over” feeling in our mostly single-family residential homes and quiet neighborhood.

Recommendation Comment #1

The DAC recommends placing the tallest structure(s) in the central or southern 2/3rd of the property.

C. Central Utility Plant location considerations

Recommendation Comment #2

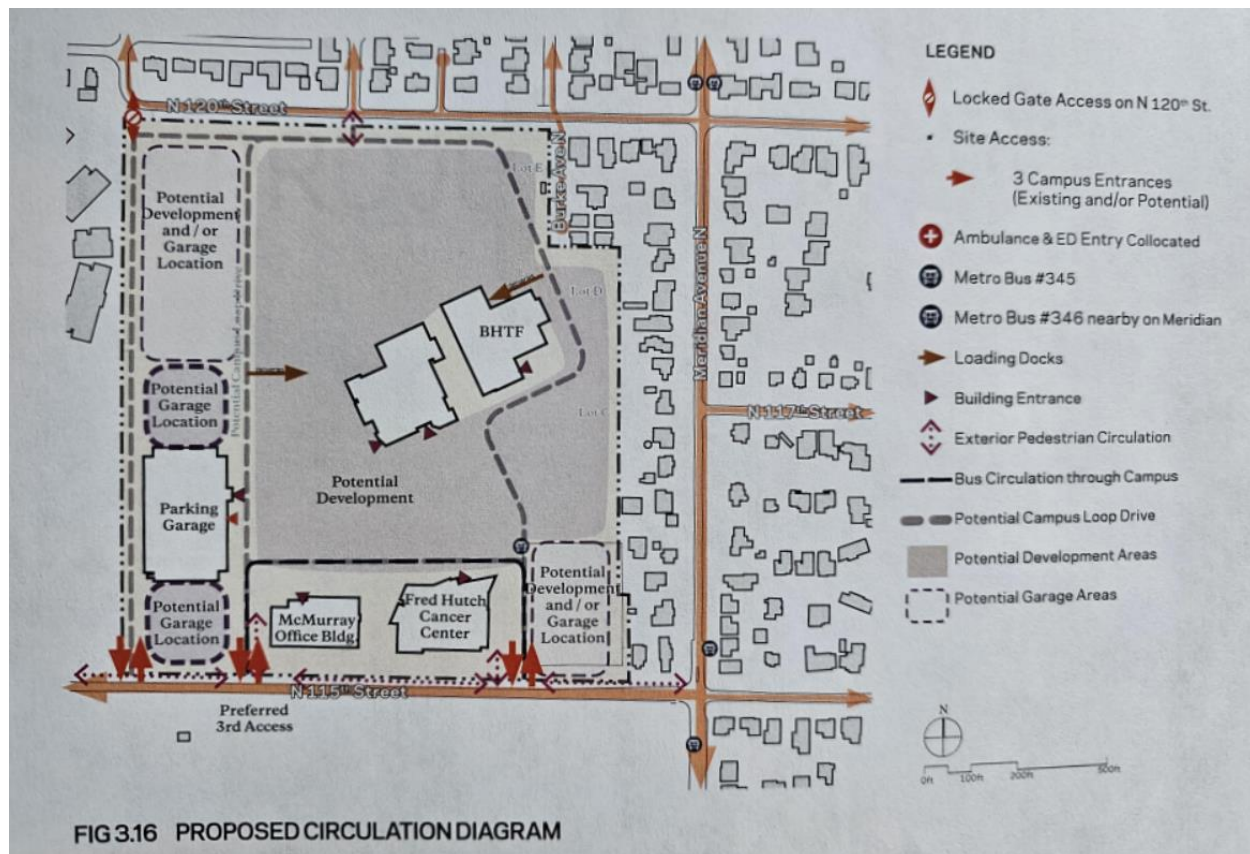
The DAC recommends that SDCI confirm that the central utility plant within the final MIMP and EIS has strong parameters to control the impact of potential air quality, air-borne pollutants and noise to ensure that the nearby residents are protected.

D. Restricting Parking Garage Locations to the South and Southern Half of Western Property Line

The DAC would like to see the parking garages restricted to the south and southern half of the western property lines.

Recommendation Comment #3

The DAC recommends change in reference to MIMP, [Section III - Development Program, *Future Circulation, Parking & Wayfinding* – p.38](#), Fig 3.16 (please see below) which indicates “Potential Garage Location” in the northwest corner of campus (existing E-Wing location). The DAC preference is to have the text changed to “Potential Development Only” at this location.



E. Generous setbacks abutting and across from residential parcels.

The DAC understands the need for the proposed setbacks in the final MIMP/ EIS.

F. Restricting building height near residential property lines

The DAC recommends that all buildings built near residential property lines are designed to have as little impact on the surrounding residential neighborhood as possible. These include considerations in shading, views, privacy and potential tiering. The goal being to eliminate any “towering” or “looming over” sort of feeling for nearby residents.

G. Maintaining trees and vegetation on the property now, during, and after the development.

The DAC is concerned about the existing trees at the North campus edge not being acknowledged within the final MIMP. 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.

Recommendations Comment #4

Landscape & Open Space - p. 71 & 72

- Recommend adding a new sub paragraph (insert between sub paragraph A & B), that is called North Campus Edge. Consider providing similar language that is stated in sub paragraph B for East and West campus edges that reads as follows: “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.”

Parking and Vehicular Circulation - p.74 & 75

- Suggest revising the last paragraph of this section to read as follows: ... “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.”

Section II

July 1, 2024

Attn: The Director of the Seattle Department of Construction & Inspections
700 Fifth Avenue, Suite 2000
Seattle, WA 98124

Re: Record #: 3040282-LU
Applicant: University of Washington Medical Center Northwest
Address: 1550 N 115th Street

Dear Ms. Torres,

As discussed at the University of Washington Medical Center – Northwest (UWMC-NW) Development Advisory Committee (DAC) Meeting on July 1, 2025, the DAC has reviewed the **Final Director's Recommendation Report** regarding the UWMC-NW Final Major Institution Master Plan (MIMP) and Environmental Impact Statement (EIS).

The report includes a summary of the DAC's previous recommendations in **Section 1.G. Development Advisory Committee**. We very much appreciate the updates to items number 3 and 4. However, we have two last clarifications as follows. Please note that the #10 revision actually makes the requirement *less restrictive*:

7. Maintain trees and vegetation on the property now, during and after the development, *including* maintaining the mature trees and landscaping along the north campus edge.
10. Provide a 20' setback from the north campus edge for the internal campus loop, *except in areas already developed as parking or drive aisles*.

The committee offers the following comments in response to the Draft conditions of approval, primarily in regard to Section VII. Summary and Recommendations (unless noted otherwise):

Conditions of Master Plan Approval

- **MIO 1** – No additional comment.
- **MIO 2** – No additional comment, but please note that the paragraph associated with this recommendation on page 46 is still somewhat unclear, so we'd like to clarify that the intent is to preserve the trees BOTH in the right-of-way AND within the setback along the north campus edge.
- **MIO 3** – No additional comment.
- **MIO 4** – No additional comment.

Conditions of Rezone Approval – No additional comments.

Conditions of SEPA Approval –

DURING CONSTRUCTION FOR FUTURE DEVELOPMENT, Item #5: Locate the Central Utilities Plant facility a minimum 50' from the nearest residential building and provide noise studies at time of permit review. – We appreciate specific inclusion of a condition related to the CUP, but would prefer the minimum distance reference the nearest residential Property Line rather than the nearest Residential Building.

In conclusion, we appreciate this opportunity to participate in the MIMP revision process. Thank you for your consideration of the items outlined above.

Sincerely,

The Members of the UWMC-NW DAC

Section III

May 26, 2024

Attn: The Director of the Seattle Department of Construction & Inspections
700 Fifth Avenue, Suite 2000
Seattle, WA 98124

Re: Record #: 3040282-LU
Applicant: University of Washington Medical Center Northwest
Address: 1550 N 115th Street

Dear Ms. Torres,

As discussed at the University of Washington Medical Center – Northwest (UWMC-NW) Development Advisory Committee (DAC) Meeting on May 13, 2025, the DAC has reviewed the **Draft Director's Recommendation report** regarding the UWMC-NW Final Major Institution Master Plan (MIMP) and Environmental Impact Statement (EIS).

The report includes a summary of the DAC's previous recommendations in **Section 1.G. Development Advisory Committee summary of recommendations** – to clarify, we would revise the following items:

3. Central Utility Plant location to be considered to minimize negative impacts on adjacent residential properties.
4. Allowing parking garages at the southeastern corner, the south and southern half of the western property lines.

Furthermore, in both the Draft Director's Report and the proposed MIMP the landscape edges continue to be defined as:

Public Right of Ways - including N. 115th St, N 120th St, and Burke Ave N.
East and West campus edges
Internal campus open spaces
Campus trees

The DAC has brought this up many times and is concerned about the definition of A. Public ROW's. The concern is that N 115th St and N 120th St are being considered as the same and they are not. N 115th St is a busy arterial that, as you drive down this road, you know you are at the hospital. Although there are trees in the right of way, the hospital is the picture you see loud and clear from the road. Differently, on N 120th St, this is a quiet, non-arterial road that is

part of a peaceful closed-loop neighborhood. When you drive down this road, you see large mature trees, not a hospital. Most people don't even know there is a hospital there when they drive down this road. The concern is that these large mature trees on the North border of the property are not being defined and therefore may not be protected and that they are significant to the neighborhood. The DAC would like the North property line to be defined differently than the South.

Additionally, the committee offers the following comments in response to the Draft conditions of approval, primarily in regards to Section VII. Summary and Recommendations (unless noted otherwise):

Conditions of Master Plan Approval

- **MIO 1** – No additional comment.
- **MIO 2** - Installing protected bike lanes as recommended by SDOT and SDCI on Meridian Ave N has not been reviewed by the public. While this generally will provide a benefit to promote cycling, this will have an impact on the neighborhood. The DAC understands that the Northgate Transportation plan has already been approved, but we recommend additional public outreach prior to implementing any improvements, even if triggered by a specific project.
- **MIO 3** – No additional comment.
- **MIO 4** – Please clarify that potential mitigation efforts would be restricted to the specified intersection (N 115th St & Meridian Ave N).
- **MIO 5** – No additional comment.
- **MIO 6** - There is an incorrect statement from the April 3, 2024 DAC letter that is repeated multiple times. The April 3rd DAC comment was discussing removal of trees that are on the north campus edge, not in the right of way. The response provided by SDCI is not accurate in that it is discussing removal of Trees in the Right-of-Way. This paragraph should be re-written to discuss the large mature tree buffer on the northern edge of campus, this area abuts the northern right of way.

MIO 6 should also be re-written to include discussion of preservation of trees on the north edge of campus. Suggested edits to MIO 6 are as follows:

- Revise landscape and Open space Master Plan section to note “Tree Protection – The retention of existing mature trees on the north edge of campus (abutting the northern right of way) will be maintained as much as possible to provide the buffer between the institution and the neighborhood to the north.

DAC recommends adding language to clarify that SEPA Recommendation 10 will be triggered by any development permits for specific projects, including paving or other improvements along the property lines abutting the right-of-way or residential parcels.

- **MIO 7** – No additional comment.
- **MIO 8** – At the bottom of page 40 there is discussion about the location of internal roads / drives. The recommendation for MIO 8 does not adequately reflect what was stated in the text above from the DAC comments. Recommend adding to the language for MIO 8, ...”and at least 20 feet or where there already is an existing road / lot from the property edges to the North”.

This recommendation works in tandem with MIO Recommendation 6.

In addition, there is no clarification about the cemetery setback that the DAC commented on. However, it is noted in the MIO recommendation as an exception, so we recommend a revision to clearly state the DAC’s intention.

Conditions of Rezone Approval – No additional comments.

Conditions of SEPA Approval – No additional comments.

In conclusion, we appreciate this opportunity to participate in the MIMP revision process. Thank you for your consideration of the items outlined above.

Sincerely,

The Members of the UWMC-NW DAC

Section IV

Minutes: Meeting #1

(Adopted 4/24/2023)

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Thursday, March 23, 2023
6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse
Scott Sheehan
Susan White
Joan Hanson
Keith Slack
Carol Whitfield
Shawn MacPherson
Andy Mitton
Kippy Irwin
Kevin Jones

Staff Present:

Julie Blakeslee University of Washington
Cindy Hecker University of Washington
Pam Renna University of Washington
Holly Godard Seattle Department of Construction and Inspections (SDCI)
John Shaw Seattle Department of Construction and Inspections (SDCI)
Dipti Garg Seattle Department of Neighborhoods (DON)
Nelson Pesigan Seattle Department of Neighborhoods (DON)

1. Introductions

Meeting start time: 6:03 pm

2. Chair Nomination/Election

Scott Sheehan and Andy Mitton, Co-chairs - Approved.

3. MIMP Concept Plan Presentation

Cindy Hecker, Julie Blakeslee, UWMC NW

4. Committee Deliberation

Committee will submit questions and draft comments to Dipti Garg. Co-chairs will draft a comment letter to be shared at April DAC meeting. Committee is expected to vote on Concept Plan comments at April DAC meeting.

5. Public Comment

None

6. Adjournment: 7:31 pm

Minutes: Meeting #2

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, April 24, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse

Joan Hanson

Shawn MacPherson

Kevin Jones

Susan White

Keith Slack

Andy Mitton

Kevin Jones

Carol Whitfield

Kippy Irwin

Staff Present:

Julie Blakeslee

Pam Renna

Holly Godard

John Shaw

Kelsey Timmer

Kim Selby

Molly Wolf

Ranu Singh

Dipti Garg

Nelson Pesigan

University of Washington

University of Washington

Seattle Department of Construction and Inspections (SDCI)

Seattle Department of Construction and Inspections (SDCI)

Seattle Department of Transportation (SDOT)

NBBJ

NBBJ

NBBJ

Seattle Department of Neighborhoods (DON)

Seattle Department of Neighborhoods (DON)

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

1. Introductions

Meeting start time: 6:03 pm

- Meeting Minutes from 3/23/2023: Minutes adopted.

2. Committee Deliberation: Discussion on Concept Comment Letter. Andy Mitton volunteered to take notes.

Joan Hanson was concerned with the proposed heights and would like information on heights on the west side. She stated that the proposals were out of scale with the surrounding neighborhood, and she had concerns with the property values. Building heights proposed (of up to 175 feet) would limit light to their houses. She was opposed to

the setbacks and heights. Required more clarification on setbacks. Was a 30-foot setback wide enough for a road? Julie acknowledged that more study needed to be done.

Susan White wanted to know if access on 120th was still being considered? If so, the neighbors are very opposed to access on the street. It would increase traffic density. Julie mentioned that it was one of the considerations for study. Susan stated that the neighbors on the street are very opposed to access on 120th because of congestion and parking issues.

3. Address Meeting #1 Questions

Julie Blakeslee addressed questions from Meeting 1.

- Slide showing a conceptual building section of a building up to 175 feet high.
- Slide showing the Montlake Campus height limits plan which allows max heights up to 240 feet (already approved).
- Slide showing comparison of alternatives for the building height overlays and their sections. Participant question.: If UW builds a tower, does it have to connect to the existing building.
- Julie B.: It does need to connect through either direct connection, divergence underground tunnels etc... the most efficient design would have interconnecting parts.
- Slide showing Building Height Overlays-Comparison of Alternatives @ Eastern Edge of Campus
Alternative #1 and #2.
- Slide showing Building Height Overlays- Comparison of Alternatives @ N 120th Street Edge of Campus
- Slide showing Building Height Overlays- Comparison of Western Edge of Campus
- Karoline Derse clarified that the color on the map does not represent the building footprint. The building footprint will be dictated by FAR and building heights. She wanted to know what that built-up ratio would look like – 10, 20 or 50 %? Further clarified that the shadows will be created by some building, but it won't be a big block as the diagram currently shows.
- Kippy (?) asked if all the buildings are going to be defined as part of the master planning process? Julie clarified that the buildings will be defined by design standards, height limits, setbacks, and the proposed square feet. The campus is currently 750,000 sq feet and the maximum proposed is 1.6 m sq feet – a little more than double.
- Holly (SDCI) encouraged the DAC members to read the UW MIMP plan for design standards specifically in terms of setbacks and height limits.
- Slide showing 120th and 115th Approved Street improvements graphics which are not part of the MIMP. Work expected to begin in late summer.
- Slide showing Study of Potential Distribution of Campus Uses
- Slide showing What is the Central Utility Plant (CUP)
- Slide showing Considerations for Locating a Central Utility Plant (CUP)

4. EIS Scoping Update.

Julie provided an update on the EIS scoping process. Public comments were received on heights and setbacks, shade and shadow, access points, parking, and tree protection.

5. **Preview on Design Guidelines and Development Standards.** Julie and NBBJ provided an overview.

6. **Public Comment**

- **From Resident:** lives at Stendall Place. Concerned about 120th, setbacks and the noise issues. How will noise be mitigated?
- **From Resident:** There is a tremendous amount of foot traffic, stated 120th is like mini-Gilman with a lot of pedestrians on the street. It needs to be wider with benches etc. Discussion on 120th. Discussion about the postcard sent out for 120th Street improvements and more information on it. Kelsey Timmer at SDOT stated sections of the road were under safe route to school project. Kelsey provided further information on it. For information on SDOT improvements on N 120th St – there is a Neighborhood Greenway project scheduled to begin later this year which will add a pedestrian walkway on the north side of N 120th St across from the UW Medical Center Northwest campus. More information is available on the [project webpage](#) along with contact information for the project manager who would be most knowledgeable about the details.
- **From Resident:** @Stendall Place. Concern about any additional building heights specifically on the East side. Had called the Hospital regarding noise in the middle of the night. Concerned about lack of privacy with the building heights. Additionally, concerned about traffic and roadways and its negative impact.
- **From Resident:** Montlake is very different to UWMC-NW. UWMC-NW is surrounded by residential as opposed Montlake surroundings.
- **From Resident:** @Stendall Place -Need more information on the timeline for the master to get approved? The review process, and then the building permits. Are there timelines for the Central plan?
- **From Resident:** More information on how the funding is arranged for the buildings. How is the funding arranged? Behavior health for example? How does that happen.
- **From Resident:** Information on additional parking needs with the large buildings proposed.
- **From Resident:** Clarity whether the fence on 120th represents the hospital property line. Additionally, if the parking with hardscape was going to be extended all the way to the property line (including the setbacks).
- **From Resident:** To know why the hospital is considering additional beds when other hospitals are reducing and cutting down on the number of beds.
- **From Resident** Francisca (online) wanted to know if the trees being added on 120th would be going all the way to Ashworth? Julie clarified that it will not go all the way. It will be till the corner of 120th and the campus. Further, for the setbacks on 120th, will the survey engage an urban forester regarding the

sustainability of the trees? Julie clarified that a certified arborist is doing the survey. Julie clarified the MIMP works co-operatively with the code regarding tree retention.

7. **MIMP Schedule Update.**

Julie provided an update on MIMP schedule.

8. **Adjournment:** 7:31 pm

Minutes: Meeting #3

(6/26/2023)

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, May 22, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Scott Sheehan
Andy Mitton
Susan White
Kippy Irwin
Joan Hanson
Carol Whitfield
Shawn MacPherson

Staff Present:

Cindy Hecker	University of Washington
Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Dipti Garg	Seattle Department of Neighborhoods (DON)
Kelsey Timmer	Seattle Department of Transportation (SDOT)
Kim Selby	NBBJ
Molly Wolf	NBBJ
Ranu Singh	NBBJ
Kassi Leingang	Transpo Group

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

9. Introductions

Meeting start time: 6:05 pm

- Meeting Minutes from 4/24/2023: Minutes adopted. Scott Sheehan, Chair

10. Committee Business: Discussion on Concept Plan Comments Letter -Andy Mitton

Andy explains the purpose of the letter. It was a collection of all the input received from the committee and public comments. The letter is not intended to give answers but more to historically document what the committees' questions are that need to be addressed. The goal

is to ask for a motion to approve the letter or a secondary motion to adjust. This would occur after there was a discussion that would include new input and a revision to the letter.

- 5/22/2023 Motion Presented, Motion Seconded Letter Passed as Presented
- 5/22/2023 Bylaws Motion Presented, Motion Seconded, Bylaws Passed as Presented

11. Address Meeting #2 Questions

Julie Blakeslee and Molly Wolf addressed questions from Meeting 2.

- Slide showing comparison of alternatives for the building height overlays and their sections.
Molly W. explains the unique situation given that the designs haven't been created yet. This is conceptual of what the University could see in growth over the next 20 years. Molly reviewed the future development constraints used to create the potential development scenarios they studied.
- Slide showing 5 tested potential development scenarios Alternative #1.
Molly W. explains this was done to see the possible growth scenarios and to see what square footage was possible for the campus.
- Slide reviewing Alternative #2. Julie B. points out this alternative has reduced height in some areas, so it takes up more of the volume to get to the same size of square footage.
- Slide showing Scenario #1 "Maximum Efficiency" In Fewest Phases Scenario #2 Budget Driven Smaller Projects.
- a Central Utility Plant (CUP)

12. Presentation: Transportation and Parking Analysis

Kassi Leingang

- Slide showing Transportation Analysis Scope
 1. Trip generation
 2. Traffic Volumes
 3. Traffic Operations
 4. Safety
 5. Transportation Mgmt.
 6. Site Design
 7. Multimodal Affects
 8. Parking
- Slide showing Study Area Map
 1. Analysis on key intersections in SDCl and SDOT staff discussions.
 2. Analysis to be conducted for the weekday AM and PM peak hours.
- Slide Showing EIS Analysis of Development Alternatives
 1. Existing Conditions- What is out there today?
 2. Future without MIMP-No Action (2030&2040) What do we imagine in the future once Behavioral health and other developments come online.
 3. MIMP Alternative 1
 - A. Option 1 Additional access via 115th
 - B. Option 2 Additional access via 120th

4. MIMP Alternative 2- SF identified in the MIMP is the same.
- Slide showing Campus Traffic Volumes
 1. Existing traffic volumes
From Resident- So as a hospital you still consider these to be your peak hours?
Response It is consistent with city standards.
 2. No Action traffic volume
 - a. Existing Condition plus traffic associated with BHTF.
 - b. Annual background growth rate of 1%
 - c. Traffic associated with approved but not occupied developments.
 3. Alternatives 1 and 2
 - a. Trip rates based on existing counts and adjustments to reflect “right-sizing” of hospital.
 - b. Adjusted trip rates applied to proposed 860K gsf of campus development.
- Slide showing Intersection Level of Service (LOS) Analysis.
 1. Graded LOS A-LOS F Good to poor.
 2. Intersection delay considers roadway/intersection geometry and existing/forecast volumes.
 3. Comparison of No action to Action alternatives.
- Slide showing existing and forecast future without MIMP (2040).
- Slide showing Alternative 1 & 2 Trip Generation Estimates (2030-2040).
- Slide showing trip distributions patterns.
- Slide showing Parking Analysis.
- Slide showing Additional Analysis Areas.
 1. Multi-modal options.
 2. Safety access and circulation.
 3. Transportation related Development Standards.

From Committee Member: How are you addressing the traffic patterns that you indicated in morning and afternoon with adding an additional entrance at 120th and what have you considered so far?

From Committee Member: Why is 120th considered an option when most of the time the traffic comes from the south anyway? When will an analysis be done?

From Nelson Pesigan: In the MIMP you have a single occupancy goal rate, would the goal rate change within your master plan?

From Committee Member: Is the study area capturing the new roundabouts at 145th?

13. Public Comment

From Resident Francisca (online) wanted to know how the public comments are going to be addressed? Will it be a document? Will it be addressed by UW in its

environmental sustainability impact statement? She would like to understand how this process works. Will her present comment be in the public comments and where would that be?

14. MIMP Schedule Update.

Julie provided an update on MIMP schedule.

15. Meeting # 4 scheduling 6/26/2023 @ 6PM

16. Meeting Adjourned

Minutes: Meeting #4

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, June 26, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse

Joan Hanson

Shawn MacPherson

Scott Sheehan

Susan White

Keith Slack

Kippy Irwin

Kevin Jones

Carol Whitfield

Staff Present:

Julie Blakeslee

Pam Renna

Christine Penning

Dipti Garg

Kelsey Timmer

Holly Goddard

Molly Wolf

Ranu Singh

Mike Swenson

Rich Shipanski

Jeff Ding

University of Washington

University of Washington

University of Washington

Seattle Department of Neighborhoods (DON)

Seattle Department of Transportation (SDOT)

Seattle Department of Construction and Inspections

NBBJ

NBBJ

Transpo Group

EA Engineering

EA Engineering

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

17. Introductions

Meeting start time: 6:00 pm

- Meeting Minutes from 5/22/2023: Minutes adopted. Scott Sheehan, Chair

18. Committee Business: Discussion on Preliminary Draft Comment Letter- Scott Sheehan

To address the amount of work it takes to submit the comment letter it is suggested that the formation of subcommittees would be the best approach. The subcommittees would be comprised of 2-3 members. The focus of each subcommittee will be to review their assigned area of the report. It is important to note that you may not reach out to the committee as that would become a public meeting but communicate instead via email or within your individual

subcommittee. The end of August is the goal for the submission of the Comment letter so a meeting prior, July 10th is necessary. Prior to that the subcommittees will communicate solely within their group via email, phone etc... and not reach out to other members of the DAC. It is important to be sure to adhere to that guidance as otherwise it becomes a public meeting and would be a violation of the process.

Question: Are the subgroups meeting on July 10th or prior?

Answer: July 10th the DAC will get together and discuss any questions/ comments the subcommittees have formulated within their discussions.

The subcommittees were discussed and determined, and they are as follows:

- Land Use (height, bulk, scale, setbacks) (3) (Scott, Shawn, Joan)
- Traffic & Parking, Access & Circulation (2) (Karoline, Susan)
- Landscape, Open Spaces, Stormwater, Tree Preservation (2) (Andy, Kippy)
- Views, Shadows, Air Quality, Noise, Utilities, Infrastructure (3) (Carol, Kevin, Keith)

19. Presentation of MIMP – Julie Blakeslee

The focus of the presentation is:

1. Answer questions from Meeting #3
2. Provide a preview of the preliminary draft of the MIMP as well as the EIS.

Slide reviewing the DAC & Community Input Process

Slide Preliminary Drafts Overview

Slide Proposed Alternatives and No Action Comparison of EIS Alternatives

Slide Topics to Cover

- **Trees / Landscaping**

Guidance: Should be easy to maintain, inviting. Should provide open spaces that are inviting. Should obscure undesirable campus activities that are adjacent to residential neighbors. Should screen blank walls and other service utility developments.

Street Improvements reviewed N 120th NW Edge

Street Improvements reviewed Burke Ave & 115th St.

N 120th offsite Approved Street Improvements 30 + trees to be planted summer 2023.

N 115th street 20 + trees to be planted- summer 2023

Question: Will there still be parking on 120th?

Answer: There will not be parking on the south side of the street.

Committee Comment: There is no parking on the north side of the street either.

Question: Will you be adding landscaping or leaving it how it is?

Answer: There will be some added trees and ground cover.

Slide Existing tree health, Existing Setbacks

Database of trees has been created. 600 overall have been rated in a color code system.

Question: When you remove a tree do you replace it immediately?

Answer: Not necessarily.

Slide Existing Tree Health, MIMP Alternative Setbacks

Slide Urban Forestry Management

Slide UFMP for UWMC will be developed summer 2023. This will provide an overview of the campus canopy. Document the existing trees. Identify campus coverage goals. Provide an overview of the proposed stewardship guidelines for the urban forest.

Replacing all number of trees removed, 1 for 1, looking at other part of campus. There are delays with the build the new building as trees and landscaping has to be the last to go in.

similar type of **Question:** When removing and older 100 yr. + tree do you try to replace it with a tree?

Answer: There is a review of the canopy. What shape, size, etc. Want to bring diversity to the canopy. Also, there is an investigation to determine what causes damage to the particular species if it is replaced.

- Lighting
Slide reviewing development standards and design guidelines.
- Stormwater
Slide reviewing development standards and design guidelines.

Question: What types of cement will be used? Will it be able to drain into the ground?

Answer: It is a standard so it may be used, and it isn't desirable due to the upkeep, and it lacks durability. Can't confirm but it isn't preferable.

- Aesthetics/ Light /Shadow
Slide Review of City of Seattle View protection policies- none were identified.
Slide View Analysis: Testing Alternatives & Scenarios Potential Development Standards Studied
Slide Tested 5 Potential Development Scenarios Alternative 1
Slide Tested 5 Potential Development Scenarios Alternative 2

Question: I live at Stendall Place. Can someone come and look at the viewpoint from my backyard? There is a 65-foot-high building. Do you think it is ok to place a 65-foot building on the other side of the fence. I don't feel the impact is being

realized. This has been brought up many times and the slides have not changed. I would like to invite you or someone to personally come to my home and see the viewpoint.

Answer: It was important for us to select viewpoints that would show that. It is part of the process to look at the impacts. Shows several slides perspectives. Suggested to keep going on the slides to show further examples. All these viewpoint slides will be in the EIS for your review.

Slide View Analysis: Viewpoint 2 (Alternative 1)

Slide View Analysis: Viewpoint 2 (Alternative 2)

Slide View Analysis: Viewpoint 7 (Existing)

Slide View Analysis: Viewpoint 7 (Alternative 1)

Slide View Analysis: Viewpoint 7 (Alternative 2, w/ new driveway)

Question: What do you mean by driveway?

Answer: The MIMP update includes a 3rd driveway from 115th. The other option is a new option off of 120th.

Comment: Lots of people are already parking on 120th. People have had to block their property from cars parking on the lawns. I think adding a driveway onto 120th would wreck the neighborhood.

Answer: Noted

Slide Sun & Shadow Analysis: Summer Solstice

Slide Sun & Shadow Analysis: Winter Solstice

Slide Sun & Shadow Analysis: Equinoxes

- Access & Circulation

Slide Parking & Vehicular Circulation Design Guidance and Development Standards Review

Slide Parking Analysis- Existing Conditions, No action, Action Alternative

Question: Have you analyzed the percentage of parking of patient parking vs. staff parking or other forms of parking on campus?

Answer: Unfortunately, because of how the parking is shared, it is difficult to isolate specific users.

Question: Do staff have any monthly parking privileges or anything like that or vs daily parking?

Answer: We could look into that. How would that number be helpful?

Comment: It could be used to know the amount of ORCA cards that could be provided or to reduce the amount of parking on the campus. It could be used to analyze carpooling. There is a lot that information could be used for.

Answer: Every 2 years the University does a trip reduction survey that is administered to staff. We get our information from that for carpooling or alternative forms of transportation. It helps to tailor the Universities Transportation Management Plan.

Question: Is your intent during construction for the construction workers to park within visibility or not?

Answer: It is too early to say since we don't have specific projects identified.

Slide Potential Traffic Impacts: No Action

Slide Potential Traffic Impacts: Alternatives 1 & 2

Slide Off-Site Intersection Analysis (2040 Results)

Slide Site Access Evaluation- Existing, Action Alternative, Evaluation Factors

Question: Is that single entry at Meridian and 115th or also at the LOS A?

Answer: Both

Slide Access & Circulation: Pedestrian Circulation- transit stops on campus, accessible connections on the right of way.

- Infrastructure: CUP
Replacement of existing equipment and infrastructure
Emission and exhaust
Sound Attenuation

Question: Recently there has been new noise that has been added.

Answer: We have a vendor coming out to check it. It appears to be HVAC related.

- Architecture – Building Character
Slide Design Guidance
Slide Building Material
Slide Construction Considerations

Question: What is the age life of a typical hospital building.

Answer: Depends on the material. For example, concrete is 60 to 70 yrs. With maintenance, the age can be prolonged.

4. Public Comments

Online Comment reviewed and read by Dipti Garg (attached)

In person public comment: First time attendee. I am concerned about the large building and our property line. I am concerned about the traffic increase.

In person public comment: Concerned about the size of the building and the amount of traffic.

In person public comment: Concerned about the size of the building.

Virtual Comment: Tree preservation, does the MIMP account for tree growth. I would like to know more about that when it comes to the removal of trees in a grove. You have an arborist, Tree Solutions, are they advising you and are they a part of this tree study?

In person public comment: Where are all the cars on 120th going to go?

5. Review of DAC Meeting Schedules

6. Meeting scheduled for July 10th, 2023.

7. Meeting Adjourned 8:04 PM

Minutes: Meeting #5

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, July 10th, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse

Keith Slack

Shawn MacPherson

Kevin Jones

Susan White

Carol Whitfield

Kippy Irwin

Scott Sheehan

Joan Hanson

Andy Mitton

Staff Present:

Julie Blakeslee

Pam Renna

Kelsey Timmer

Dipti Garg

Holly Goddard

John Shaw

Kim Selby

Mike Swenson

Rich Shipanski

University of Washington

University of Washington

Seattle Department of Transportation (SDOT)

Seattle Department of Neighborhoods (DON)

Seattle Department of Construction and Inspections

Seattle Department of Construction and Inspections

NBBJ

Transpo Group

EA Engineering

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

20. Introductions

Meeting start time: 6:00 pm

- Meeting Minutes from 6/26/2023: Minutes adopted. One correction noted for Stendall Place accuracy-Scott Sheehan, Chair

21. Committee Business: Discussion on Preliminary Draft Comment Letter- Scott Sheehan

Each subcommittee will review their assigned topic area and discuss comments, questions, concerns they encountered.

- Land Use (height, bulk, scale, setbacks) (3) (Scott, Shawn, Joan)
 1. Alternative one was preferred over alternative two as the taller buildings would be in center instead of the perimeter. Suggested tall buildings to the South as close to 1120th and cemetery.
 2. Setback adequacies was discussed. A comparison of alternative 1&2 was reviewed.

Question- Is the road and the sidewalk included in the setback?

Answer-A Road is allowed in the setback. It is not known if that is in the plan as of now.

Question- Will it be a one- or two-way road?

Answer-It will ultimately be dependent on which buildings and where, as it isn't decided upon as of yet. It would be based on the future MIMP.

Question-What do you want from this group in terms of documentation and how should that be stated?

Answer- List your comments, concerns, and recommendations as items. In the preliminary comment letter. .

The project schedule and process were discussed.

Question- Do we have the ability as a board to affect the MIMP and adjust or decline aspects of the MIMP?

Answer-The committee can submit recommendations within the comment letter. It is suggested in those recommendations to be specific . Provide detail as to exactly what is being requested, Example: Road removal: Is it meant the entire road, up to a property line, etc... Provide the rationale behind the recommendation.

UW has a program, and the committee can not modify the hospitals program for what they are proposing.

Question- How do I make my concerns clear regarding Stendall Place?

Answer-Provide specific recommendations as to the setback or building heights, etc. that would cause your concern regarding your specific needs per your location.

There was a discussion about having site visits. It was suggested that the concerns be in the comment letter as to building height and impact on quality of life.

Question- Utility Plan- does it need to be close to the building?

Answer- No

Question-What is the new hole that's been dug recently?

Answer-Retention Pond

A discussion of tradeoffs occurred regarding height, setbacks, noise abatement, test generator etc.

- Traffic & Parking, Access & Circulation (2) (Karoline, Susan)

Question-When the tollbooth is to be removed, how will you generate revenue for the departments?

Answer- Tollbooths are antiquated. There are now apps, pay in the lobby, meter payments available.

A discussion of traffic flow and point of entry. It is suggested that there be no ticket process.

Question- Does UW subcontract the parking management?

Answer-No. It is campus employees.

- Landscape, Open Spaces, Stormwater, Tree Preservation (2) (Andy, Kippy)
There was some question as to if architecture was included on our section.

Architecture- Concern about the buildings size. Suggest setback or modulate the building to receive better light.

Existing and proposed open spaces and trees.

A list of recommendations was presented:

Old growth support

Managing stormwater

Breeding healthy ecosystems

Diversification of plant life and native grounds

Removal of landscape cloth

Review of climate change and the trees facing challenges

Discussion regarding stormwater and permeability and if it is covered in the MIMP.

EIS has guidelines in place for water management.

Concern about plantings to soften noise. Suggested to use walls or screening instead.

Nature walk was suggested to take care of the old growth trees. Benefits include environmental, health of the trees, storm water management, green space.

Stormwater concern- MIMP wording seemed to be more about appearance than function.

Recommend to use catch basin filtrations as last resort, even if they are required.

Suggestion to use rainwater for plumbing needs.

Question- Is that too expensive to on the infrastructure?

Answer- It makes the cost double because you can't cross the system with potable water system. In a hospital setting with OSHA etc.. there are challenges. It is suggested that this be added to the recommendations.

Question- Are rights of ways included in the setback measurements?

Answer- Public right of ways are city streets.

Question- Does UW manage that?

Answer- No

Question- Is underground canopy cover root depth considered?

Answer- Not commonly. In the urban forest management plan, that is considered. When canopy cover is discussed, it refers to above ground.

Question- Does UW consider the type of trees that are replaced?

Answer- Yes. Recommendations are good regarding tree replacement.

Question- In the document, it is stated that many standards will be in the urban development plan. Should some of this be in the urban development plan instead of the MIMP?

Answer- It should be included in the comment letter.

Question- When trees are removed, is underflow control taken into consideration?

Answer- A lot of the campus is hardscape. When all the scenarios were measured, there wasn't much difference in the suggested MIMP.

Clarification of tree removal/replacement was discussed during the construction period.

Soil condition and the impact on tree replacement was discussed.

- Views, Shadows, Air Quality, Noise, Utilities, Infrastructure (3) (Carol, Kevin, Keith)
Air Quality- A summary of the MIMP was reviewed.

Question-What type of potent emissions will come from the CUP?

Question- What type of fuel will be used?

Question- Is there any medical waste burned on campus?

Noise- A review of the noise standards was reviewed.

Question- What are the decibels during full construction?

Answer- The city will have a requirement.

Utilities and Infrastructure

A recommendation to have the powerlines and communication lines be buried.

Would like to see added what type of road construction might have to be upgraded.

Would like to have added a central loading zone. The current 8 loading zones seems excessive.

Recommends the 3rd entry point be on 115th.

Question- Is it helpful on the recommendation to provide the why?

Answer- Yes

Recommendation to have solid walls around the utilities.

Question- What hours does the hospital take deliveries?

Answer- 24/7

A review of the delivery bays was conducted.

Views and Shadows

Question- How tall is 175 ft equal in stories?

Answer- 10-12 stories

Recommendation of plants and vegetation shadows.

Site line recommendation to have the wording improved to ensure the definitions are summarized.

Question- Are the alternatives set in stone?

Answer- Based on recommendations, we can modify. The final MIMP will have the selection that could be a combination of the two, or tweaked versions.

Question- When do you see breaking ground?

Answer- Approximately 3-5 years

Question-What is the timeline for an entrance on North 120th street?

Answer-The MIMP needs to be approved and adopted. Right now, it doesn't show that as an option. There would be a need to meet a threshold to show the need for that entrance. When evaluating a 3rd driveway, the timeline can change based on where the development occurs. The final MIMP will have a final recommendation.

The proposal modifies the needs depending on the scope of the project.

Question- Do hospital staff have to pay to park?

Answer- Yes

Discussion on hospital staff parking vs. public transit. The MIMP has a mandate of % of single occupancy vehicles.

4. Public Comments

No public comments.

6. Meeting scheduled for July 24th, 2023.

7/17/23 submit recommendations to D. Garg. Combine recommendations when submitting.

Dipti will combine the received recommendations to one document and will circulate for review to be reviewed 7/24/23.

7. Meeting Adjourned 8:02PM

Minutes: Meeting #6

(Adopted 8/14/2023)

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, July 24th, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse

Susan White

Joan Hanson

Keith Slack

Carol Whitfield

Andy Mitton

Shawn MacPherson

Kippy Irwin

Kevin Jones

Scott Sheehan

Staff Present:

Julie Blakeslee

University of Washington

Pam Renna

University of Washington

Dipti Garg

Seattle Department of Neighborhoods (DON)

Holly Goddard

Seattle Department of Construction and Inspections

John Shaw

Seattle Department of Construction and Inspections

Kim Selby

NBBJ

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

22. Introductions

Meeting start time: 6:00 pm

- Meeting Minutes from 7/10/2023 : Minutes adopted.

23. Committee Business: Discussion on Preliminary Draft Comment Letter- Scott Sheehan

- Traffic & Parking, Access & Circulation (2) (Karoline, Susan)

1. Bicycle Parking : Recommend referencing SMC 23.54.015.K for minimum bicycle parking requirements

2. Loading Docks: Recommend changing section title to "Loading Docks & Loading Zones."

Recommend adding language to clarify that this section does NOT apply to patient/staff drop-off or ride-share zones. Recommend adding language to require visual & noise screening from adjacent property lines.

3. Pedestrian Circulation : No recommendations

4. Public Street Improvement: Recommend that if North Entrance to N 120th St will continue to be a required option due to UWMC functional requirements, the following minimum improvements will be required:

Improvements to entire vehicular path of travel from north to connect to Aurora Ave N and N 130th St at 1st Avenue, including ROW improvements to sidewalks, gutters, street trees, landscape buffers, signaled crossings, bike lanes, etc. should the N 120th St entrance be required by the UWMC-NW for continued operations. These would be of particular importance considering increased pedestrian & bike traffic to/from the light rail stations at 130th.

5. Vehicular circulation:

Recommend Staff arrive on-time to staggered shifts, often in misalignment with frequency / availability of public transit OR not allowing ride-share for people who live near each other.

Patients are often not repeat users who can test various access methods to make a conscious choice of their commute methods. Also, patients presumably have a higher tendency towards mobility issues than the general public, making public transit less desirable and bicycle/walking unfeasible. Furthermore, arriving for any medical treatment or diagnosis is a stressful event that triggers selection of one's default transportation mode (typically single-occupant vehicle) for emotional safety.

Recommend referencing SMC 23.54.015, Table C for Institution Parking Minimums AND note that precedence has been set for increasing maximum allowable parking spaces in the Northgate Overlay District to accommodate overflow during peak hours.

Recommend raising allowable maximum and mandatory minimum number of parking stalls to prevent overflow into adjacent residential zone.

Question: Would a road and buses be air pollution to the canopy?

Discussion: Electric vehicles are going to be the required norm by 2030. That would lessen the air pollution significantly.

Suggestion to give preference so that the fleet is electric, particularly during quiet hours or specific times of day.

Question: On the loop road, do the buses go the entire route?

Addition to be added: Restricted access for buses if a loop road is there. Limited access to for loading zones/ docks.

- Landscape, Open Spaces, Stormwater, Tree Preservation (2) (Andy, Kippy)

A list of recommendations was reviewed including:

Recommend UWMC NW manage a tree replacement policy that meets sustainable tree canopy coverage on the campus that is resilient to climate change. Ensuring new tree plantings are done responsibly, varying the species and varieties of trees to avoid monocultures, and spacing trees for long term health and sustained success. This should be coordinated with the Urban Forestry Management Plan.

Recommend for mature/ exceptional/ old growth tree preservation that there is no new site development (ie. roads, parking lots...) in all setbacks around the perimeter of the property where existing mature/ exceptional/ old growth trees stand/grow.

Recommend encouraging mature, exceptional, and old growth tree preservation whenever possible during this MIMP development. And if ground disturbance is required that removes significant tree roots and reduces available water, that it be required to have stormwater diverted to supply natural water to the tree. Supplemental irrigation can also be considered.

Recommend removing existing landscape cloth or fabric (and avoid using cloth in the future) anywhere on campus as part of new landscape development in order to increase soil health, water absorption and tree preservation.

Recommend creating a nature walking path/trail that is a woodchipped path that loops the perimeter setback area of the property. This accessible on foot path/trail will wind within the mature/ exceptional /old growth trees and be complemented and supported by native shrubs and ground covers.

Comment: Where feasible keeping equal access for accessibility.

Recommend that all heights over 65' be restricted to the south ⅔ of the property and that there is an additional height restricted consideration where Stendall Place borders the property. Both of these considerations would be for access of light and view for neighboring properties.

EIS 3.7-7 recommend that the wording be changed from, "BMPs are not implemented due to concerns of infiltrated stormwater percolating..." to, BMP's be tested at each building site and implemented **where possible** with all surface stormwater management tools, such as rain gardens, bioswales and woodchips to improve soil condition for rainwater absorption and retention. We recommend that the parking garages be neighboring the cemeteries on the south side and west side of the property. This would be for air pollution and stormwater runoff considerations.

Recommend for architectural guidance a stronger consideration for how modulation to the building massing could limit impacts to adjacent neighbors, in particular Stendall Place. Consider providing more specific dimensions for the length of a side facade before a recess, or other building setback may be required to allow more light to adjacent developments. Consider how window placement on

side facades can maintain the privacy of dwelling units by minimizing placement of windows where they directly align with neighbors' windows within 20 or 30 feet of the side property line. We like the example given in the meeting about clerestory windows, or translucent windows, but could not find reference to this in the MIMP.

Recommend changing the wording in the screening section that noise producing equipment be screened with walls or other sound absorbing built elements that support vegetation or planted green screens, etc. (vegetation alone will not mitigate for noise impacts). Acoustical mitigation can be through screening or choice and location of equipment.

Recommend adding a section in screening that addresses how fencing, landscaping, or other techniques to buffer dwelling units along a side lot line should be scaled appropriately to provide privacy and allow light and air circulation.

Recommend considerations for permeable pavements as part of a kit of parts that could be used in different applications on campus as applicable.

MIMP pg 43 a -Recommend that the terminology is changed from *several* mature trees to *many* mature trees.

MIMP pg 71-72 - Recommend that the wording in infrastructure/stormwater be revised - "accommodating on-site mitigation when necessary to embrace a holistic, naturalized landscape character while preserving accessible open spaces". We suggest wording that supports using surface stormwater management tools such as; rain gardens, bioswales, woodchips to improve soil condition for rainwater absorption and retention, that could be integrated with accessible open spaces.

MIMP or EIS (wherever it fits best) recommend that there is an intent about designing stormwater management to be an asset that is used in the landscape and open spaces whenever possible before going to the retention tanks or catch basin filtration. We feel these gray infrastructure techniques should be a last resort only when needed (or as a supplement to green infrastructure).

EIS. 3.4.2 - Recommend that there are some parameters around building locations within the MIMP as follows -

We recommend that the parking garages be neighboring the cemeteries on the south side and west side of the property. This would be for air pollution and stormwater runoff considerations.

Recommend that all heights over 65' be restricted to the south ⅓ of the property and that there is an additional height restricted consideration where Stendall Place borders the property. Both of these considerations would be for access of light and view for neighboring properties.

EIS 3.7-7 Recommend that the wording be changed from, "BMP's are not implemented due to concerns of infiltrated stormwater percolating..." to, BMP's be tested at each building site and implemented **where possible** with all surface stormwater management tools, such as rain gardens, bioswales and woodchips to improve soil condition for rainwater absorption and retention.

Comment : Articulated Campus wide design and concept be adopted by the group.

Native oak should be inclusive of adaptive tree, so it isn't limited.

Question: Why is the native oak chosen? Does that take into consideration the root structure and how that can affect roads?

Comment: The theme of healing to the environment is something we could expand on, and it is a real asset to the community.

Question: Can you talk more about the concept of the lowland forest?

Answer: Lowland Forest is what is around the Seattle area.

Question: How does the healing forest get interpreted on the UW site?

Comment: Healing landscapes are lush, green, and bring an aesthetic that causes calm. Perhaps water that brings birds.

Comment: Replace northwest lowland forest with healing forest.

- Views, Shadows, Air Quality, Noise, Utilities, Infrastructure (3) (Carol, Kevin, Keith)

Noise:

The noise environment surrounding UWMC currently is vehicular traffic noise, pedestrians and building mechanical equipment and other associated building facility noise.

Recommend that the loop road that is proposed be on the other side of the fence away from the perimeter of the property.

A new CUP plant will be built on campus. It is inevitable that it will be much larger to support a much larger facility.

Recommend placing the Cup inside of the campus and away from neighbors to reduce noise levels when operating at full capacity.

Comment: Do you think there would be a benefit in stating the maximum decibel, because right now it is included in the municipal code, but if it was included in here, it would be sustained and not waver.

Question: Does the monthly generator create a lot of noise?

Air Quality:

Air pollutants from a hospital are many and are of concern to the neighborhood. There are many causes of pollution from the campus including medical gases, increased traffic due to the expansion, venting and exhaust such as from the CUP. As the expansion occurs, the construction from vehicles, demolition, grading, stock piling of soils, soil compaction and operation of generators and compressors will have an enormous impact.

UWMC has a sustainability action plan that's targeted to reduce greenhouse gases. This, along with three other government agencies jurisdiction over the air quality should ensure that the quality will be healthy.

Regarding the CUP, no information is available as to what emissions will be produced there and what the noise levels will be. It is recommended to review this ASAP.

Recommended to have a sound wall or a solid fence.

Discussion about types of sound walls, open spaces, fences, and the various options. General consensus is that a wall or a fence would be appropriate, but there needs to be a review of the impact to soil due to the foundation needed to sustain and support a wall.

Question: Can they build right up to the property line and does the code require landscape screening?

Answer: Yes, you can have a 6-foot fence with a lattice above it. There are many options for a fence.

Comment: Air quality, incinerators are always going. The recommendation is to give some guidance to UW regarding this.

Question: What type of gases are released that support surgery?

Discussion regarding the setbacks and heights. Alternative #2 preferred. Important to not be too restrictive on the recommendations. Suggested to look at other tools that are available in zoning to affect the building's façade and perimeters.

Infrastructure:

It is recommended that the 40' setback be maintained from existing master use permit and the Greenbelt be maintained along the Eastside of the property.

As presented in FIG. 3.10 Alternate 1. – It is recommended that a Solid Structural fence should replace the existing chain-link fencing (Westside of the Eastside greenbelt) along the Eastside greenbelt.

As Presented in FIG 3.20: it is recommended that the "Potential Garage Location" in the Southeast Corner of the property would be acceptable, as long as the parking garages be constructed at the SW and SE corners of the property, parking garage in the SE corner shall not have an entry/exit directly onto N 115th St. as a 3rd driveway. The trees near this area along N 115th are very mature and healthy and should be left.

It is recommended that the future structures that are adjacent to the residential properties have Windows treatments that block the line of vision from the residential properties, the upper sections of glass can be vision panes but the lower sections to obscure the view of the neighboring properties shall be opaque as to let light in but burrs the vision.

It is recommended that a central loading area would be preferred to allow noisy activities to be centralized and dealt with altogether. A minimum of 9 loading seems to be excessive (pg. 83 Development Standards for Loading docks).

It recommended that the delivery travel path be consolidated with the travel bath to and from the Central Utility Plant (CUP). This travel path would be easily isolated/designated for these delivers of unloading and loading be separated from the general traffic/pedestrian travel patterns?

It is recommended that an underground distribution corridor be implemented around campus to get from building to building.

Recommend that the parking garages be constructed at the SW and SE corners of the property, parking garage in the SE corner shall not have an entry/exit directly onto N 115th St. as a 3rd driveway. The trees near this area along N 115th are very mature and heathy and should be left.

It is recommended that service areas/ exposed utilities shall separate by fencing and vegetation.

Comment: Medical gasses would be separate from utilities and should not be included.

- Land Use (height, bulk, scale, setbacks) (3) (Scott, Shawn, Joan)

Recommend the 175' allowable area more specifically defined and located near A-Wing as suggested in the EIS.

Recommend lower height limit of 35 ft. with a 50 ft. setback. Would like to see a greenspace with walking paths.

Recommend that largest and tallest new tower be placed to the south of A wing where parking lot H is currently located.

Discussion of where the funding will be coming from and how the amount is figured. An estimate of 1 billion is proposed, but not adopted.

Question: Is the hospital fundraising now to cover this project?

Answer: No

Discussion of FAR usage and how to ensure the DAC understands the terminologies to be used in the draft.

Discussion of the NW corner, and the conclusion that all have excepted is to keep the heights low and the setback is 175.

Discussion of the building shapes and sizes that are possible to avoid the canyon effect.

3. Public Comments

No public comments.

4. Meeting scheduled for 8/14/2023 and 8/28/2023.

5. Meeting Adjourned 8:07 PM

Minutes: Meeting #7

(9/11/2023)

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, August 14th, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse	Joan Hanson
Keith Slack	Carol Whitfield
Shawn MacPherson	Kippy Irwin
Scott Sheehan	

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Dipti Garg	Seattle Department of Neighborhoods (DON)
Holly Goddard	Seattle Department of Construction and Inspections
Kelsey Timmer	SDOT
Rick Schipanski	EA Engineering
Rebekah Anderson	Seattle Department of Neighborhoods (DON)

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

24. Introductions

Meeting start time: 6:00 pm

- Meeting # 6 Minutes: Minutes adopted.

25. Committee Business: Discuss/Vote on Preliminary Draft Comment Letter- S. Sheehan

Review of the preliminary draft occurred. DAC members modified wording and defined statements.

Modifications submitted:

Opening Statement and Summary -

- Indented within *Public Street Improvement*- p. 85-88 to create a sub paragraph.
- Added wording to define vehicular access for emergency vehicles.
- Discerned access points for staff and faculty.
- Defined 120th gate access.

Traffic, Parking, Access, and Circulation-

- Campus Circulation add due to limited availability of onsite parking we discourage use.
- Add “require adequate parking that will be developed in tandem with increased capacity”.
- Add new bullet point to reference section 5 page 70.

Traffic, Parking, Access, and Circulation-(cont.)

- Under 3.6-2 add a 2nd bullet point recommending requiring distribution of emergency vehicles access route to the hospital that avoids emergency vehicles traveling through the neighborhood.

Landscape, Open Spaces, and Tree Preservation, Aesthetics, Stormwater management-

- Add stated to the quote from Chief Luther Standing Bear
- Deleted the coming wording.
- Deleted the last sentence in 2nd bullet point.
- Add to the intent statement East AND West remove during.
- Remove old growth trees and add matured trees and exceptional.
- Added recommend if lower roofs or terraces are visible from upper floors use green roofs.

Comment- K. Irwin suggested to change to Healing with Nature environment.

Views, Shadows, Air Quality, Noise, and Utility Infrastructure

- Add preserving access to sunlight.
- Add “due to bumper the neighborhood from the increased noise and visual impact”.
- Clarify “views impacts” if projects were developed in the proposed envelope.
- Add view shadow impact study for Stendall Place.

Land Use, Height, Bulk, Scale and Setbacks

- No modifications

7:03 PM Preliminary Comment Letter Draft Adopted as Edited

Question: Will all our comments be added?

Answer: D. Garg all comments will be reviewed but they wait for public feedback.

3. Project Schedule/ Next Steps- J. Blakeslee

Review of process for comments and public draft.

Draft Plan to publish first week of September. Hard copies will be issued. Will be published online and that will begin the 30-day timeline for public comments. After the closing of the 30 days there will be an open house.

August 28th meeting cancelled.

Next meeting 9/11/23.

Question- What is the process for mailings and why was it such a small perimeter.

Answer- The mailings went much further out than required.

4. Public Comments

Comment: Concerned that the comment letter being modified will not maintain all the recommendations that have been thoughtfully added. Concerned that 120th entrance is still on the table and up for discussion.

5. Meeting Adjourned 7:26 PM

Minutes: Meeting #8

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, September 11th, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse	Kevin Jones
Keith Slack	Carol Whitfield
Shawn MacPherson	Kippy Irwin
Scott Sheehan	

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Dipti Garg	Seattle Department of Neighborhoods (DON)
Holly Goddard	Seattle Department of Construction and Inspections
John Shaw	Seattle Department of Construction and Inspections
Katrina Nygaard	Seattle Department of Construction and Inspections
Kelsey Timmer	SDOT
Kim Selby	NBBJ
Molly Wolf	NBBJ
Mike Swenson	The Transpo Group

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

26. Introductions

Meeting start time: 6:00 pm

- Meeting #7 Minutes from 8/14/2023: Minutes adopted.

27. Committee Business: DMIMP/DEIS Distribution and DAC Process Confirmation- S. Sheehan

D. Garg reviewed the subgroups assignments:

- Land Use (height, bulk, scale, setbacks) (Scott, Shawn, Joan)
- Traffic & Parking, Access & Circulation (Karoline, Susan)
- Landscape, Open Spaces, Stormwater, Tree Preservation (Andy, Kippy)
- Views, Shadows, Air Quality, Noise, Utilities, Infrastructure (Carol, Kevin, Keith)

The DAC approved using the same groups for the MDIMP.

3. D. Garg reviews the upcoming meetings and deadlines.

October 2nd all comments returned to D. Garg

October 14th volunteers will take 2 weeks (10/2-10/14) to draft the comment letter.

October 16th the comment letter will be circulated.

Next meeting is October 23rd where everyone will discuss and potentially vote on the comment letter.

Question: Please clarify what the difference is between the preliminary draft and the draft. They seem to have little difference, are we starting from scratch or building on what the DAC has already created and how is that effected by this?

Response: D. Garg -There are two ways to handle it. One is to add additional comments to the preliminary draft comment letter. Two is to modify the current comments.

Comment: Is the DAC input going to be considered? It feels that the DAC is putting in a lot of work as volunteers and there is concern that the input will not be included or recognized.

Response: D. Garg -Due to this being at the time of the public comments, it is understood that the requested changes will be placed on hold until after the closing of the public comments period. It is to be expected that there is little difference from the preliminary draft at this time.

Question: If the preliminary draft comment letter is available to the public, why is it not posted during the public comments period?

Response: H. Goddard will place the preliminary draft comments in the public file.

A discussion ensues about the scale of the project and the impact it has on the neighborhood. There is concern that the public does not have full access to all the details of what the DAC has been working on and submitting. The public open house on September 21st is specifically addressing the draft DEIS and we will print out a copy of the draft comment letter.

Question: Can I clarify that each group will look at the changes that were made and each group will comment on those changes. There will be very little changes, correct?

D. Garg requests to receive volunteers for the draft comment letter. K. Irwin and K. Derse accept.

4. Overview of DMIMP/DEIS -Julie Blakeslee

Presentation MIMP

Question: Who among the staff will be at the open house on 9/21/23?

Response: J. Blakeslee, M. Wolf, M. Swenson

There are various ways to submit comments from the public as well including:

Mailer

Website

Mailing address

Email address

The stenographer will capture verbal comments on 9/21/23.

MIMP Presentation comments/questions:

Slide #4 DAC and Community Process

Question: Is it a law that as you raise the height, you have to increase the setback?

Response: There isn't a land use law, but they are often associated.

Slide #8 Campus Access Points

Comment: We want to be sure that there won't be 3 buildings that exceed 175 ft.

Response: That would exceed 1.6 million ft.

Slide #14 Defining Parking Garage Locations

Question: Are the trees considered in the MIMP or the EIS and how do they work with setbacks?

Response: Trees are addressed in the EIS is if a tree was in the middle of the site, how close you get to the dripline, whether or not the build is impacting the tree or the dripline or its potential root.

Slide #15 Trees and Landscape

Question: Do you need funding before a design?

Response: Yes, some. Generally, you don't start designing without an understanding of some of the funding.

5. SEPA Comment Period and Open House

September 5th- October 5th

Public Comment Period

Online Open House

September 21st 6-8pm: In person Open House

Medical Office Building, Board Room 202

Comment Opportunities

Written comments via mail and email

Online Open House

In-Person Open House comments

6. Public Comment: None

7. Meeting #9 Scheduled 10/9/23 or 10/23/2023 which will be decided by DAC.

8. Adjourned 7:33 PM

Minutes: Meeting #9

1/22/2024

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, October 23, 2023

6:00 – 8:00 PM

In person and Remote Meeting, via WebEx – video recording is available on request.

Members Present:

Karoline Derse	Kevin Jones
Carol Whitfield	Susan White
Shawn MacPherson	Kippy Irwin
Scott Sheehan	Andy Mitton
Joan Hanson	

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Sarah Sodt	Seattle Department of Neighborhoods (DON)
Dipti Garg	Seattle Department of Neighborhoods (DON)
John Shaw	Seattle Department of Construction and Inspections
Audrey Tay	Seattle Department of Construction and Inspections
Katrina Nygard	Seattle Department of Construction and Inspections
Kelsey Timmer	SDOT
Nelson Pesigan	Seattle Department of Neighborhoods (DON)
Kim Selby	NBBJ

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

28. Introductions

Meeting start time: 6:00 pm

- Meeting #8 Minutes from 9/11/2023: Minutes adopted.

29. Committee Business: •

Discuss /Vote on the Draft comment letter - S. Sheehan and A. Mitton

Meeting Context Overview- The DAC has had the opportunity to review the Draft MIMP Comments. Karoline and Kippy have integrated the additional comments to the Draft recommendation letter. The goal for the meeting is to vote on and approve the Draft recommendation letter. The committee will review each section and then the committee will have an opportunity to vote on each section and then the whole document. If there are live changes, DAC will discuss and vote on them.

Karoline stated that very minor changes were made. The most changes were at the end of the comment letter to the diagram.

This diagram combines the heights and setbacks into one diagram. In the prior version, the diagram had a smaller area showing the height limits of 165 feet. The revised diagram has expanded the 165 feet-height limit area (shown in pink) to a larger area to the North to accommodate the needs of the hospital.

The revised diagram also pulled down the 105 feet-height limit area (shown in blue) to accommodate the C and B wing to illustrate the idea of stepping down (in terms of heights). Finally, the 65 feet height limit (in green) is on the perimeter of the North and East edge of campus. This is especially relevant in the Northwest corner of the campus. The setbacks have been expanded on the Northwest side of the campus to 75 feet since that section abuts the residential properties the closest. The setbacks are not extended all the way down to the parking garage to allow for more flexibility.

With this recommendation, some of the existing structures in the setbacks could be legal non- conforming structures such as the E wing.

Kippy: the 105 feet-height limit area (shown in blue) was also extended to the north of the existing parking garage.

D. Garg: Review all sub-sections with the DAC members. Note any changes made to the sub-sections and then vote on the sub-section of the comment/ recommendation letter.

1. Traffic & Parking, Access & Circulation (Karoline, Susan)

Karoline: Some of the language was removed that was addressed in the Draft MIMP documents. No other changes were made.

DAC approves the section.

2. Landscape, Open Spaces, Stormwater, Tree Preservation (Andy, Kippy)

No changes were made.

DAC approves the section.

3. Views, Shadows, Air Quality, Noise, Utilities, Infrastructure (Carol, Kevin, Keith)

No changes were made.

DAC approves the section.

4. Land Use (height, bulk, scale, setbacks) (Scott, Shawn, Joan)

Kippy commented that DAC prefers to have parking garages in the blue zone (105 feet-height limit area). She recommended looking at the south-east corner of the campus to locate the proposed parking garage close to the entrance. The setbacks could be reduced if needed. The single-family homes along that edge have a green buffer.

Karoline makes modifications on the illustrative diagram.

Kim: What does UW feel about non- conforming buildings on the campus.

Julie: Having non- conforming buildings is not a general practice.

Katrina Nygaard: If UW is open to having non- conforming buildings, then do City of Seattle standards for non-conforming structures and uses apply or would one need to create a new section to the Master Plan?

Joan Hanson: who owns the cemetery where the construction guys are parked?

Scott: [Jewish] owns it but they will not want to give it up keeping Jewish laws in mind.

Kippy: the setbacks are 50 feet at the Southeast corner- could they be pushed further up north at the south-east corner.

Julie: The property line jogs at the south-east corner so it is difficult.

Karoline: This is an illustrative concept diagram. Our expectation is that UW will respect and try to use this and massage this to get the square footage.

The new illustration is pulled up on screen for the DAC members.

Kim: It is going to be difficult to accommodate a garage in the south- east corner because a garage needs 120 feet width for efficiency.

Karoline modifies the illustrative diagram again to allow reduced setbacks along the frontage to accommodate a parking garage structure.

DAC approves this section.

The DAC approves and votes on the entire Draft comment letter.

30. Overview of DMIMP/DEIS -Julie Blakeslee

SEPA Comment Period: received over 50 comments from the Public.

Overview of the DAC deliverables: Next deliverable is the Preliminary Final MIMP & EIS
All public comments will be included.

Julie clarifies that the MIMP dictates the development on the campus. The leasing/ renting does not allow any extra development. The square footage cannot exceed 1.6 million sq feet.

Next Steps: Plan to meet on December 4th. The DAC will be presented the Preliminary Final MIMP & EIS. The plan is to have comments due on December 18th (approx.) and then 2 weeks for editing the document and then DAC meets on January 8th or later to discuss and potentially vote on the comment letter. Additional meetings will be scheduled if DAC members need clarifications or any questions answered.

31. Public Comment:

D. Garg reads aloud 2 public comments submitted online prior to the meeting (attached at the end)

5. Meeting #10 Scheduled for 12/4/23.

6. Adjourned 7:00 PM

Public comment 1:

City of Seattle Dept of Neighborhoods

Attention: Dipti Garg

September 21, 2023

Hello,

I commend UWMC's presentation in the September 2023 DAC meeting. They have compiled figures, facts needs and knowledgeable SMC land use codes, conversational skills using phrases like "this is what we heard" a wealth of specific knowledge base to further their expansion. On the other hand, this same use of this knowledge and skills to justify blocking strong opposition to proposed setbacks, location and limits on building heights and especially the proposed entrance on N 120th. I cannot personally compare or put to use the knowledge and skills base used by UWMC. There are hours perhaps days of information to go through – facts and figures, charts that illustrate UWMC staff are well-schooled. I believe in this case UWMC has a distinct advantage. Their goals and objectives as stated and documented in the September 2023 presentation leave no room for change or reconsideration of strongly voiced neighborhood concerns.

Here are my comments:

It's difficult (for me) to give input when UWMC uses the phrase "No change", does not allow for the UWMC planned goals. Yet they have a "comment period".

1. The people putting the MIP together do not live in this neighborhood.
2. They are probably in the median age group of 30-45

I will use myself as an example. When I was 45, I had no idea what my life would be like at 65 or 70 or what the effort needed to keep up my continued emotional and physical well-being. I put forward that the age group of 30- 45 (I am talking specifically UWMC) have very little or no understanding of how quality of life is important for the (me) senior population. More importantly, the goals do not reflect consideration of the impacts of air pollution, noise pollution from cars and construction (20 years of construction?@#&*^%) that would adversely affect a generally healthy but well lived life and the natural decline of a senior. What is the phrase? "collateral damage" for the greater good. Perhaps unintentional by UWMC but nevertheless will adversely affect our health with the proposed blockage of air, light, space and detrimental short and long term affects of increased pollution from double the size of intuitional growth that will result in more noise air water waste and car exhaust - specifically proposed N120th entrance – short and LONG term.

There are researched and documented factors that cause the early death of our generally neighboring healthy seniors. The added pollution will not encourage continued healthy living - the opposite of UWMC's goal to provide excellent healthcare to Seattle's growing population.

I have attached findings of the damage to our senior population from AARP, Johns Hopkins Public Health and Environmental Protection(Agency) News. Please read, please send o UWMC staff.

johns hopkins publichealth.jhu.edu/2021/hearing-loss-and-the-dementia-connection

"lists hearing loss (from UWMC proposed construction) as one of the top risk factors for dementia. Hearing loss can make the brain work harder, forcing it to strain to hear and fill in the gaps. That comes at the expense of other thinking and memory systems.

New study shows that dirty air is causing earlier deaths among older adults

<https://www.aarp.org/health/conditions-treatments/info-2019/air-pollution-effects.html>

- 'Safe' levels? Small amounts of air pollution linked to more death for senior citizens: Study
Elderly people have a higher risk of dying after short-term exposure to particulate air pollution and ozone, according to a new study from Harvard.

[Air pollution linked to more death for senior citizens - EHN](https://www.ehn.org/how-does-air-pollution-affect-elderly-2519387578.html)

www.ehn.org/how-does-air-pollution-affect-elderly-2519387578.html

Environmental Health News

"We wanted to know if air pollution at levels well below safety standards set by the EPA is possibly increasing mortality," she said. "The answer is yes."

In addition, the MIP proposed height overlays are unique, will be over the current and future zoning rules for the location. UWMC's proposed master plan will be going to the City Council for vote in late 2023. I will send this and more documentation to our Council representative before that time. In addition, UWMC states that the IAC – Implementation Advisory Committee – will be consulted for future construction to meet their goals of doubling the gross footage. Please take note of “consulted”. To me that means that there will no longer be neighborhood input, nor will there be a SEPA notice for any construction once this MIP is approved by council. It is imperative to me that the MIP be more balanced and reflective of our neighborhoods healthy living, privacy, safety and continued care of our environment.

Respectfully

A very concerned neighbor

Public comment 2:

Hello UWMC-Northwest Master Planning Committee,

I am a North Seattle resident writing to provide input on the UEMC DEIS campus improvement and master plan development. I also am a member of the Aurora Reimagined Coalition, a non-profit community coalition promoting a more equitable, more pedestrian and bike friendly Aurora corridor for non-motorized travelers (<https://www.got99problems.org/>).

One neat option I hope you might consider including in the MIMP not in there already is constructing a north/south pedestrian, bicycle, and wheelchair accessible pathway, completely separated from vehicle traffic, along the western side of your campus. There is natural, tree-lined corridor already present here, from the Southwest corner at N 115th St and the Bikur Cholim Cemetery fence line, all the way up along the fence line against the cemetery and Stendall Place N community, and up through the locked gate at N 120th St. I've attached some maps below showing the area, with a yellow line indicating the location where such a cool, straight path might be created. In your online plan, this would exist where the image of a person is shown in Figure 3.9 Section A including setback at the west campus edge.

This new path would help fulfill a number of MIMP stated goals:

- general access and circulation:

- provision of connected sidewalks and amenities for navigating not only to and from adjacent campus uses, but across the campus and for community members;

- expand bike and pedestrian networks to encourage decreased reliance on single occupancy vehicle access to campus and through the campus.

- maintain accessible open space throughout the campus in support of creating a healing environment under the stated landscape intent

I am encouraged that your development and infrastructure plan includes non-motorized travel options...but it could do more. Please consider expanding consideration of neighboring community members utilizing this western side of your campus as a great amenity offered not only to patients, but as a community asset and a pass-through connecting residential areas, greenways, and pedestrian routes.

I toured your campus on my bike recently with a few members of the Aurora Reimagined Coalition and we noticed that this natural place on the west side of the campus would be great for a path. As we were there, we even saw patients attached to intravenous/IV devices, standing with family members in the middle of the parking lot at the Northwest Pulmonary Function Lab. While trying to get fresh air and talk, sadly they were only able to stand on asphalt and avoid car traffic. Imagine them, instead, walking and visiting along a walking path, separated from cars!

Please reach out if you have any questions or would like more information.

Thank you,

Max Severeid

6415 Woodlawn Avenue N

Seattle, WA 98103

206.919.219

Minutes: Meeting #10

(Adopted 2/12/2024)

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, January 22, 2024

6:00 – 8:00 PM

1550 N 115th St — Seattle WA 98133-9733

In person and Remote Meeting, via WebEx – video recording is available on request.

DAC Members Present:

Karoline Derse	Keith Slack
Carol Whitfield	Susan White
Shawn MacPherson	Kippy Irwin
Scott Sheehan	Andy Mitton
Joan Hanson	

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Cindy Hecker	CEO, UWMC NW Hospital
Crystal Torres	Seattle Department of Construction and Inspections
Audrey Tay	Seattle Department of Construction and Inspections
Katrina Nygaard	Seattle Department of Construction and Inspections
Kelsey Timmer	Seattle Department of Transportation (SDOT)
Dipti Garg	Seattle Department of Neighborhoods (DON)
Donna Miller	Seattle Department of Neighborhoods (DON)
Sarah Sodt	Seattle Department of Neighborhoods (DON)
Nelson Pesigan	Seattle Department of Neighborhoods (DON)
Kim Selby	NBBJ
Ranu Singh	NBBJ
Mike Swenson	Transpo Group for Master Plan
Rich Schipanski	EA Engineering (SEPA/EIS Consultant)

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

32. Agenda review and Introductions

Meeting start time: 6:00 pm

- Welcome and Introductions
- Committee Business
- Presentation
- Public Comment

33. Committee Business: •

Meeting #9 Minutes from 9/11/2023: Minutes accepted

34. Presentation (minute/second starts from recording of meeting of each slide)

SLIDE 1 (10:15)

UWMC-Northwest

Major Institution Master Plan (MIMP)

Development Advisory Committee (DAC) Meeting #10

January 22, 2024

SLIDE 2 (10:33)

Committee Business — Draft MIMP & Draft EIS Public Comments Summary — Overview of Prelim. Final MIMP & EIS — Project Schedule — DAC Meeting Schedule

SLIDE 3 (10:54)

DAC & Community Process – Entering these last comments to be incorporated into Final MIMP & EIS and the DAC letter to the hearing examiner

SLIDE 4 (11:26)

Reminder: Draft MIMP/EIS SEPA Comment Period is closed
Comments responded to in this version draft MIMP/EIS

SLIDE 5 (11:52)

All Comments & Responses Included in Prelim Final EIS

Comments numbered and itemized so they could be followed through the documents

SLIDE 6 (12:27)

Overview of City Comments from SDOT and SCCI – mostly clarifying procedural issues and working on transportation plan details (access point issues; bicycle usage support; bus & light rail connections)

SLIDE 7 (13:31)

Overview of Public Comments

- Access; heights; setbacks; parking; view analyses and shadow studies questions; construction impact; bike/pedestrian connections

SLIDE 8 (15:25)

DAC Comments

Recommended Revisions from Oct 2023 DAC letter

- Access; heights; setbacks; parking garage locations; campus loop drive; & some assorted general comments

SLIDE 9 (16:38)

Project goals – MIMP Growth

- Accommodate future growth of patient care requirements; replace/expand facilities as needed; create flexibility

SLIDE 10 (17:49)

Campus Access Points

SLIDE 11 (18:23)

Heights & Setbacks

SLIDE 12 (18:49)

Testing DAC Alternative Height & Setbacks

SLIDE 13 (19:30)

Testing DAC Alternative Height & Setbacks with MIMP Strategies

SLIDE 14 (20:20)

UWMC – northwest Response – Alternative #3 NEW (points)

SLIDE 15 (21:21)

UWMC – Northwest Response – Alternative #3 NEW (map)

SLIDES 16, 17, 18 19, 20, 21 (21:38)

Alternative #3 NEW: Heights

SLIDE 22, 23 (24:53)

Alternative #3 NEW: Setbacks

SLIDE 24 (26:15)

Alternative #3 NEW (proposed for FMIP / FEIS)

SLIDE 25 (26:20)

Alternative #3 NEW: Testing Scenarios (graphics)

SLIDE 26 (26:58)

Alternative #3 NEW: Views Studied in Prelim. Final EIS

SLIDE 27 (27:20)

Defining Parking Garage Locations (points)

SLIDE 28 (28:02)

Campus Loop Drive

SLIDE 29 (29:10)

General Comments / Changes in Preliminary Final MIMP

- Chapter V: Transportation Management Plan; Lot Coverage Development Standards;

Open Space Development Standards; Updates to Definitions; Appendix F: Potential Development Strategies

SLIDE 30 (30:15)

Preliminary Final EIS

- Alternative 3 Introduced and Assessed; N. 115th St described as Preferred 3rd Access; References Final MIMP's new loop drive development standard; Exceptional tree references updated to City's new language as "Tier 1" and "Tier 2" Trees; Text added to Transportation Analyses; All Comment Letters provided with UWMC Responses – see chapter 4

SLIDE 31 (31:21)

DAC Questions or Comments

DISCUSSION OF PRESENTATION summary

(~32:00) Clarification of heights and setbacks conversation that includes defining terms, vegetation discussion, and sidewalks

(39:40) Parking Garage placement conversation: location will depend once the building locations are decided upon since parking needs to accommodate patients; prefer to not build more parking than necessary; emissions and heights questioned; intention that screens and buffers would be on garage on the side facing residential neighbors (emissions, lights, noise); above ground vs below ground; open vs closed walls to building; car emissions are lowering each year

(~45:20) Discussion of setbacks and sensitive areas around the edges – new buildings will affect quality of life

(46:20) Confusion regarding heights and tiering shown in the height overlay slides that show the zoning

(49:38) Discussion of these scenarios showing where the growth and replacement that will need to take place may possibly occur. There will be phasing of any growth/building that will need to adhere to the MIMP standards. Concrete answers on what it will eventually be built out are not available.

(52:15) Conversation re: how the shadow studies were done. Shadow is taken for the whole campus

(55:15) Q: Once a plan for the buildings is firmed up, will there be community input on the individual project? A: there IS process. If significantly different from the plan, there would be more process. Key is IAC, which is how the MIMP is overseen.

(56:30) Andy M Q: in figure 3.25, would it be worth to strike language re: potential future garage? A: can look at this, but the DAC asks for circulation and parking garage.

(58:35) Joan Hanson Q: re: building heights in Alternative 3 what are the distances from the property line to the 145 and 175 foot high buildings?

Q: What kind of building can be built there?

Also would prefer to have parking garage on north side option removed from consideration

(1:03:11) Q: Zoning attached to property or to this use? A: Zoning is an overlay and is connected to UWMC

(1:04:34) Q: Communication tower – what will it be like and where will they be located? A: 5g network is small and unobtrusive. Conversation about other communication tower situations.

1:08:50 Q: Traffic signal at 115th – when would something be done on this? A from Mike Swenson: SDOT will be involved with any changes; when it happens is based on EIS guidance development trigger. Sliding scale that factors time and square footage as well as area growth rates and background traffic.

Q: would traffic only be impacted at 115th and Meridian or would it impact other intersections in the area? A: Studies showed the other intersections would not be impacted with the information that was known. Roundabout at this point in time would not work in this location.

Q: Ashworth improvements on 120th A: Completion in 2024 – [Link to project](#) provided by Kelsey

(1:20:00) Q: What is happening with parking? A: Signage has changed. Part of it is 2 hour parking and the rest is no parking Question being forwarded along to get an accurate answer.

35. Public Comment:

D. Garg reads aloud a letter submitted online prior to the meeting. Letter attached to minutes.

36. Next Steps

1-29 Compiled comments will go out by Dipti AND board comments are due to Dipti

2-5 Draft letter to review on Feb 5th

2-12 Next meeting on February 12 to vote to approve.

37. Meeting #11 Scheduled for 2/12/2024.

38. Adjourned 7:35 PM

January 22, 2024

Via email: dipti.garg@seattle.gov

Dipti Garg Major Institutions and School Coordinator City of Seattle

Dear Dipti-

I am President of the Stendall Homeowners Association. I have reviewed the preliminary power point presentation and happy to see some of the modifications that were made to address concerns we raised with the proposed master plan. While we appreciate the effort to address some of our concerns we do not believe it goes far enough to strike an appropriate and reasonable balance with the livability and vitality needs of Stendall Place.

The new site plans depict, for the first time, a parking garage where the E-Wing is currently located. The impacts associated with locating a parking garage in this area were not assessed in the EIS. A parking garage will have significant adverse impacts in this location that require study and mitigation. For example, car lights from cars parking at night in an elevated garage will likely shine into Stendall Place and into the homes of those who reside there. There will also be significant noise impacts that will impact residents at Stendall Place including, and without limitation, tires squealing from tight turning radiuses, car alarms and key fob beeping. None of these impacts of been assessed and no mitigation measures proposed. We request that the site master plan remove the reference to a parking garage in this location. At a minimum, additional study of these impacts is required before the EIS may be finalized.

We are disappointed that some of the issues we raised in our earlier comment letter do not appear to have been addressed including, but not limited to the following issues:

- Complete Shading and View Assessments--To our knowledge, no specific shading and aesthetic assessments have been completed based on the building envelopes proposed in the new master plan. Cherry-picking a possible building design that occupies only a portion of the allowed building envelope for shading and view analysis does not adequately addresses the impacts of the proposal.
- Buffers—The proposed master plan significantly increases the height of the buildings and more than doubles the amount of developable space. Despite the proposed increases in development capacity, the alternatives keep the buffer the same or increase the existing buffer by, at most, 1/3 next to Stendall Place. And, under all scenarios the buffer is not a true buffer because the loop road is permitted within the buffer space. The buffer should be a true buffer that insulates adjoining property from the campus—not just portions of it. The magnitude of the increase in development

capacity will significantly increase the impacts from the campus and a larger buffer is required to mitigate surrounding neighborhoods from those impacts. The 40' buffer proposed is less than the 50' buffer imposed by the City of Seattle to protect the environmental functions of Class IV wetlands (the lowest category of wetland) from development. A larger buffer is needed to protect adjacent residential neighborhoods from higher intensity campus that is proposed.

- Loop Road—The proposed loop road should be located outside of the buffers for the reasons noted above. There appears to be adequate room outside of the buffers to accommodate internal roads without having to locate it close to adjoining residential properties. We appreciate that a 15 mph speed limit will be posted. In addition, the streets should include traffic calming mechanisms like speed bumps to ensure those limits are adhered to.

We renew our request that these concerns be meaningfully addressed in the master plan before the EIS and master plan are finalized.

Sincerely,

Paul Whitfield President, Stendall Homeowners Association)

Minutes: Meeting #11

Adopted: 3/25/2024

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, February 12, 2024

6:00 – 8:00 PM

1550 N 115th St — Seattle WA 98133-9733

In person and Remote Meeting, via WebEx – video recording is available on request.

DAC Members Present:

Karoline Derse	Keith Slack
Carol Whitfield	Susan White (online)
Shawn MacPherson	Kippy Irwin
Scott Sheehan	Andy Mitton
Joan Hanson (online)	

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna (online)	University of Washington
Katrina Nygaard (online)	Seattle Department of Construction and Inspections
Gordon Clowers (online)	Seattle Department of Construction and Inspections
Audrey Spang (online)	Seattle Department of Construction and Inspections
Kelsey Timmer (online)	Seattle Department of Transportation (SDOT)
Ellie Smith (online)	Seattle Department of Transportation (SDOT)
Sarah Sodt (online)	Seattle Department of Neighborhoods (DON)
Dipti Garg	Seattle Department of Neighborhoods (DON)
Donna Hartmann-Miller	Seattle Department of Neighborhoods (DON)
Kim Selby	NBBJ
Mike Swenson	Transpo Group
Rich Schipanski (online)	EA Engineering (EIS Consultant)
Mollie Wolfe	NBBJ

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in video recording and available upon request.)

1. Agenda review and Introductions

Meeting start time: 6:00 pm

Housekeeping reviewed by Dipti Garg

- Welcome and Introductions
- Committee Business
- Presentation

- Public Comment
2. **Committee Business:** •
Meeting #10 Minutes from 9/11/2023: Minutes accepted as presented
3. **Presentation (minute/second starts from recording of meeting of each slide)**
(copy of presentation attached or available upon request)
Presentation begins with Julie Blakeslee
- SLIDE 1 (7:28)**
UWMC-Northwest
Major Institution Master Plan (MIMP)
Development Advisory Committee (DAC) Meeting #11
February 12, 2024,
- SLIDE 2 (7:35)**
Agenda: Committee Business — Overview of Transportation Management Program (TMP) —Prelim. Final MIMP & EIS Comment Letter — Public Comment — Project Schedule — DAC Meeting Schedule
- Turned over to Mike Swenson for the presentation.*
- SLIDE 3 (8:07)**
Transportation Management Plan Summary
- SLIDE 4 (8:54)**
Transportation management Plan Elements
TMP Requirements (SMC 23.69.030.F, 23.54.016.C)
- SLIDE 5 (9:47)**
TMP SOV Reduction Focus Areas
SOV Target – 50% (pre-COVID 75%)
- SLIDE 6 (10:41)**
TMP Strategies
1. Transit; 2. Shared-Use Transportation
• Employee survey (CTR – Commute Transit Reduction) out right now to determine what to focus on supporting
- SLIDE 7 (14:48)**
TMP Strategies
3. Parking Management
• Push and Pull re: employees and Patients/visitors parking supplies
• Plan to discourage employees from parking there
- SLIDE 8 (17:31)**
TMP Strategies
4. Bicycle use
• Very low number; working to figure out why and how to support bicyclists
- SLIDE 9 (18:42)**

TMP Strategies

5. Pedestrian

- Much analysis of the whole area facilities and how safe and easy to use

6. Marketing & Education

- Continual making sure everyone aware of benefits

SLIDE 10 (19:57)

TMP Strategies

7. Telecommuting

- Limited opportunities because of type of work

8. Institutional Policies

- Parking regulations and work schedule adjusting to avoid peak hours; nurses already are

9. Monitoring & Evaluating

- Continued surveys to track patterns

22:15 QUESTIONS?

Gordon Clowers – how did you decide the goal % would be?

Mike Swenson – lots of staff conversations

Gordon Clowers – City council might want to know how this was decided

Julie Blakesley – many pieces, the institution is cautious in aiming for that; LINK at Northgate, once it connects north may help. Committed to get there, but not sure

Pam Renna – all anxious to get surveys back because the results will help with strategizing

Gordon Clowers – LINK will be a big factor to overcome barriers; good faith efforts are appreciated. Prefer appropriate, realistic goals.

27:40 Review of Comment Letter diagram

Karoline went through the diagram with the Opening Statement and Summary page being viewed

Tried to illustrate what concepts were still explored

Will compare to alternate 3 and previous version of the diagram

Same vs where variations are

Similar to Alt 3 – Setbacks have matched the 40 foot around perimeter except south side which is at 20

- 105 foot area (yellow) was matched to Alt 3 except for western border, the northern transition point moved north, which allows for extra space for parking garage expansion; think little impact for neighbor close to there

- NW corner has most changes; 65 foot tried to match in footprint except for corner it allows for step approach similar to previous diagram. Tiers changed; steps increased by 30 and 48 rather than 20 and 40.

- Green area that was 145 foot in alt 3 is now 120 feet, and the area has grown a bit to the south for B & C wings and part of behavioral health

- 175-foot maximum core area matched to Alt 3, but aligned with 105-foot area; different scenarios were looked at

- conceptually Alt 3 much closer to matching concept, these ideas trying to capture ideas coming up

39:37 Review of Traffic, Parking, Access, and Circulation

- Karoline Derse: Glad to see Access point to 120th taken off table was a big point. Still made comments on garage location language re: loading docks, request noise screening around that;

- 41:32 Carol Whitfield – not on sub-committee but would like to comment – doesn't like the phrase "potential development" that replaced words "potential garage". She doesn't want a parking garage on the edge and wants the language to say it shouldn't be a parking garage.

Follow up conversation (42:05 to 47:25) concludes with agreement the language does reflect this is potential development and can't be as prescriptive as saying a parking garage cannot go there.

Scott Sheehan – proposes committee take a vote section by section, to see if majority approves as presented

47:58 Shawn MacPherson I move that we vote on the Parking/Transportation section; Kippy Irwin seconds. Passed with one opposition from Carol Whitfield

49:00 Open Spaces and Tree Preservation, Aesthetics, Stormwater management section.

- Andy Mitton discusses alternatives made re: wording on “Potential Development” from “Potential Parking”, confusion from “abutting”, “adjacent”,

52:13 Shawn MacPherson I move that we vote on this section (Open Spaces and Tree Preservation, Aesthetics, Stormwater management); Kippy Irwin seconds. Passed unanimous.

52:50 Views, Shadows, air Quality, Noise, and Utility Infrastructure

- Carol Whitfield – on that subcommittee; no further comments or changes from what is in here, can't speak for Keith or Kevin.

54:09 Shawn MacPherson I move that we vote on this section (Views, Shadows, air Quality, Noise, and Utility Infrastructure); Kippy Irwin seconds. Passed unanimous.

54:37 Land Use, Height, Bulk, Scale, and Setbacks

- Shawn MacPherson – Alt 3 was an improvement, pleased that biggest development in the south area; Scott Sheehan – feels bulk of comments carried through.

- Long conversation on language (58:30 to 1:14:33) because of the feeling that there is a tone change in the language differences between General Intent & Recommendations and the bullet points included in the following topics of Land Use, Height, Setbacks, Concerns by Kim Selby and Julie Blakeslee about pushing heights down, in order to make the square footage space needed, will cause the buildings to spread out. A patient tower is needed. Conversation about the overlay and what that means. Conversation about floor heights, # of beds, access issues, connections, possible order of construction.

- 1:14:40 Andy Mitton clarifies: Vote on Comment letter tonight. Team goes back to make revisions. Then one more opportunity to review everything. There is one more chance to discuss this as a group. Dipti clarifies process: you submit the letter to SCDI, institution will print a final EIS and Final MIMP Report. Then SCDI puts a Director's report together based on these comment. At the same time the DAC will be putting the final comment letter together. There is a five-week period in which these are worked on. Then the Institution and DAC will have the opportunity to comment on the Director's Report put forward by SCDI. Then three weeks (this time needs to be confirmed) to comment on it. Then to Hearing Examiner, then to City Council.

1:18:48 Andy Mitton: I move we proceed with this section (Land Use, Height, Bulk, Scale, and Setbacks) with slight modifications to the language to better identify what it is we're asking to be responded to the next iteration of the process. Shawn MacPherson seconds. Passes unanimously.

1:20:08 Shawn MacPherson moves for approval of the whole letter with the changes from the previous votes on the individual sections. Second by Kippy Irwin. Call for a vote, motions carries with one dissenting vote by Carol Whitfield.

4. **1:21:03 Public Comments:**

None

5. **1:21:26 Next Steps**

3-1 Julie plans to deliver the final and other documents to DAC members.

3-8 DAC member comments due to Dipti, who will circulate to Kippy and Karoline

3-18 Kippy and Karoline will get letter to Dipti; Dipti will circulate to DAC members for review

3-25 Next meeting to vote to approve.

6. Meeting #12 Scheduled for 3/25/2024.

Julie wants to warn people that the 120th access point WILL show up in one point in the documents because the alternatives need to show progression in the decision making.

7. **Adjourned 7:28 PM**

Minutes: Meeting #12

Adopted: 5/13/2024

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, March 25, 2024

6:00 – 8:00 PM

1550 N 115th St — Seattle WA 98133-9733

In person and Remote Meeting, via WebEx – video recording is available on request.

DAC Members Present:

Karoline Derse	Keith Slack
Carol Whitfield	Susan White - online
Shawn MacPherson	Kippy Irwin
Scott Sheehan	Andy Mitton
Joan Hanson (online)	Kevin Jones

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Katrina Nygaard	Seattle Department of Construction and Inspections (Zoning Team)
Kelsey Timmer	Seattle Department of Transportation (SDOT Development Review)
Dipti Garg	Seattle Department of Neighborhoods (DON)
Donna Hartmann-Miller	Seattle Department of Neighborhoods (DON)
Kim Selby	NBBJ

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions; these have been shortened and edited to include the major points raised. Full comments are retained in the video recording which is available upon request.)

1. Agenda review and Introductions (Meeting start time: 6:01 pm)

- a. Welcome and Introductions
- b. Committee Business
 - Approving minutes from last meeting (#11)
 - Discussing and voting on final comment letter
- c. Public comment
- d. Next steps, timeline, and scheduling

2. Introductions

- a. See DAC Members Present and Staff Present lists from above

3. Committee Business: Minutes Approval

- a. (6:22) Scott Sheehan: Meeting #11 Minutes. No adjustments or changes; Minutes accepted as presented.

4. Committee Business: Final Comment Letter – discussion and vote

See end of minutes for copy of the Final Comment Letter

- a. (7:02) Discussion of a change/adjustment
 - (7:54) Kippy Irwin reviews what has been written with the goal of it being more understandable and consolidated; wants to make sure all members feel good about the wording; Kippy reviews bullet points, then goes over the header topics. Kippy asks people to comment if they have an issue, she will go through the bullet points and Recommendation Comments
- b. (8:38) N 120th St vehicular access point prohibited
 - No comments
- c. (9:10) Tallest structures locations
 - No comments
- d. (10:01) Central Utility Plant location considerations
 - No comments
- e. (10:32) Parking garages
 - Conversation takes place re: changing “potential development and parking garage” and “preferred location of the parking garage”
 1. Karoline confirms parking garage & development wording
 2. Kim suggests “preferred but not prohibited elsewhere”
 3. Andy – can’t really establish a restriction at this stage, but would happen at the next phase
 4. Andy discusses revision of note vs figure confusion
 5. Discussion of where changes will go in what paragraph
 6. Kim points out the Code requires the plan provides where proposed parking goes (comments about “next to residential” gets confusing instead of identifying by location)
 - Carol Whitfield expresses opinion/concerns re: screening (plants and views) being described as limited visibility because there are clear views and there is no screening right now; conversation about trees and landscaping, conversation about the photo
 - 7. Kippy suggests a sentence dealing with Parking Garage restrictions they hope for in a certain area
 - 8. Dipti suggests inserting a graphic -make sure you insert in letter so make it very clear instead of having to reference the MIMP
 - 9. Andy suggests they change the last sentence in Rec Comment #3 something to effect of prefer to see potential development only
 - 10. Kippy clarifies the changes.
- f. (36:57) Setbacks

- Setback is discussed; Carol Whitfield states it is not enough; Conversation reviewing the setback possibilities.
- g. (40:00) Restricting building height near residential property lines
- Restricted building height is discussed; Dipti suggests clarification on what was proposed in the MIMP
 - Andy thought this is a repeat of the previous height statement; Kippy states this point was included because in original statement they made, the visual impact of height was their main concern
 - Kippy will add language re: unmentioned concerns of visual impact (shadow, views) and send out for review
 - Kim asks if mitigation in guidelines (windows, light, screening) is enough; Carol brings up privacy issues, not sure if the guidelines will help entirely with that; Kippy will write out something to capture what is being discussed and send it out
- h. (47:39) Maintaining trees & vegetation.
- Some minor confusion because both Kim and Julie thought it WAS included in the plan already
 - Kim clarifies 40-foot setback covers the majority of trees, by default, the intent is that existing trees were healthy and were intended to stay, the removal of the north access helps to protect existing trees, and don't see where any trees would be in danger
 - Conversation about defining the design of the edges (particularly along the north edge) in regard to right-of-way, open space, and considerations of the north campus edge
 - Even with the buffer, want to ensure tree preservation expectations is added (rather than saying trees are not being protected)
- i. (59:58) Recommendations Comment #4
- Andy - loop drive needs to be clarified in terms of location from property edges.
 - Re: Comment #4 Would like it to be treated like E&W – the language on page 7 should be applied to the north edge too
 1. Kim clarifies that the letter is feedback, not changes on the Final; the letter is for after the hearing examiner, but for presentation to council; language can be updated as changes occur in the process.
 2. Dipti defines the next steps in the process (provide comments to the draft director report and the final director report)
 - Agreement between Kim and Scott that all references are to the March 2024 document.
- j. (1:09:47) Kippy asks if anything is missed and Carol Whitfield follows this up asking when the next revision will be sent out, what is the process from now?
- Kippy and Karoline – will make changes, Dipti will circulate.
 1. Next will be consent via email; everyone will have until April 5 (five weeks from MIPF being published) to submit.
 2. Dipti asks for timeline for clarification on when she can expect so she can circulate

Thursday (March 28) is decided as the date that Dipti will receive updated version from Kippy & Karoline, then circulate to committee; everyone will have a couple of days to get changes back to Dipti(*note: this question occurs between 1:12:23 and 1:15:42, but it is a continuation of this conversation, so it is being inserted here*)

k. (1:12:09) Last question: is the intro paragraph too wordy?

- Conversation concludes it shows the values of the community.
- (1:15:42) Kippy reviews changes

l. Final Comment Letter – VOTE

- (1:20:23) Move for a vote that the letter as presented tonight be revised as the committee discussed this evening to address the concerns as they were stated.

1. Andy Mitton Y
Scott Sheehan Y
Shawn MacPherson Y
Carol Whitfield Y
Keith Slack Y
Karoline Derse Y
Kippy Irwin Y
Susan White Y
Joan Hanson Abstain - not able to hear complete discussion due to audio quality
2. Passed

5. Public Comment

- a. No public comments

6. (1:22:20) Next steps for DAC

- a. Discussion of next steps of the process
 - Meeting #12 (Today): comment letter on final MIPF
 - Next is go to SCDI, they will complete their Director's report
 - Meeting #13 (potentially April 22) Director Report will come back to DAC and UWMC; this potential meeting will be to discuss *draft* City Staff Report
 - SCDI will look at comments and may make changes.
 - Meeting #14 (May 2024) POTENTIAL meeting to discuss *Final* City Staff Report
 - Then get in line for the Hearing Examiner Date

7. Adjourned 7:34pm

Minutes: Meeting #13

5/13/2024

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Monday, May 13, 2024

6:00 (6:02p start) – 8:00 PM (6:55p end)

1550 N 115th St — Seattle WA 98133-9733

In person and Remote Meeting, via WebEx

DAC Members Present:

Scott Sheehan	Susan White - online
Shawn MacPherson	Kippy Irwin
Joan Hanson	Andy Mitton

Staff Present:

Julie Blakeslee	University of Washington
Pam Renna	University of Washington
Crystal Torres	Seattle Department of Construction and Inspections
Brandon Cummings	Seattle Department of Construction and Inspections
Ellie Smith	Seattle Department of Transportation (SDOT Development Review)
Dipti Garg	Seattle Department of Neighborhoods (DON)
Sarah Sodt	Seattle Department of Neighborhoods (DON)
Donna Hartmann-Miller	Seattle Department of Neighborhoods (DON)
Nelson Pesigan	Seattle Department of Neighborhoods (DON)
Molly Wolf	NBBJ
Kim Selby	NBBJ

Members of Public

Addy

Winn Joined ~6:25p

(Transcriber's Note: The notes shown below are brief summary of what was discussed. They are not transcriptions; these have been shortened and edited to include the major discussion topics.

Transcription is not available due to technical issues: "We couldn't generate a transcript for the meeting because we weren't able to detect any voices or intelligible speech in the meeting.")

8. Agenda review and Introductions (Meeting start time: 6:02 pm)

- a. Introductions
- b. Committee business: Housekeeping review
- c. Presentation: Updates to the Director's Report

- Followed by discussion among DAC members
- d. Public comment
- e. Committee business: Minutes approval
- f. Next steps (timeline)

9. Introductions

- a. See DAC Members, Staff, and members of the public lists seen above

10. Committee Business: Housekeeping Review (by Dipti Garg)

11. Presentation: Updates to Director's Report (by Crystal Torres)

- a. UWMC-NW – Draft Director's Report review
- b. Next Steps
- c. SMC 23.69.032 Master Plan Process
 - Shows dates
- d. Process description of next steps
 - Goes to the Hearing Examiner for review
 - Hearing Examiner – Public Meeting
 - To Council
 - 1. Council makes a decision
 - Implementation clarified (23.69.034)
 - Director's Report (3 sections)
 - 1. MIMP – DAC's section of purview
 - Draft Director's Report (7 sections)
 - DAC Report and Responses (7 recommendations)
- e. DAC Discussion
 - Kippy: Concerned that the existing north border trees are not included specifically; throughout the whole process it seemed they would be saved, but they are not called out specifically (page 54, buffers is described as important, but in other parts they are not seem to be important); Wants this to be emphasized. Second concern is that the north border is not mentioned or defined as an edge like the other edges are called out.
 - 1. Comments on page 34 (intersections needing further control); page 40 (kinds of infrastructure; page 42 (confusing about the northern boundary, nothing defines 20 feet); pages 72 & 75 (looking for clearer language)
 - a. Crystal says clarification can be done
 - b. Molly and Kim agree to do the copy work on these issues
 - (A side conversation) Shawn brings up noise issues; neighbors are already complaining about noise from a fan; Pam Renna says she is already working on this

12. Meeting minutes

- a. Approved by Scott Sheehan

13. Public Comment

- a. No public comments

14. Next steps for DAC

- a. Discussion of next steps of the process
 - Comments due by May 20
 - 1. Comments are requested to be sent with the page # and refer to specific language
 - Next DAC meeting will be May 29

15. Adjourned 6:55p

Minutes: Meeting #14

5/29/2024

University of Washington Medical Center – NW Campus Development Advisory Committee (DAC)

Wednesday, May 29, 2024

6:00 – 8:00 PM

1550 N 115th St — Seattle WA 98133-9733

In person and Remote Meeting, via WebEx – video recording is available on request (Note: audio starts at 03:07).

DAC Members Present:

Karoline Derse	Kippy Irwin
Carol Whitfield	Andy Mitton
Shawn MacPherson	Joan Hanson
Scott Sheehan	

Staff Present:

Julie Blakeslee	University of Washington - <i>online</i>
Pam Renna	University of Washington
Crystal Torres	Seattle Department of Construction and Inspections - <i>online</i>
Kelsey Timmer	Seattle Department of Transportation (SDOT Development Review) - <i>online</i>
Dipti Garg	Seattle Department of Neighborhoods (DON)
Donna Hartmann-Miller	Seattle Department of Neighborhoods (DON)
Kim Selby	NBBJ
Audrey Spang	SCDI (<i>online</i>)

(Transcriber's Note: The notes shown below are summaries of statements provided. They are not transcriptions; these have been shortened and edited to include the major points raised. Full comments are retained in the video recording which is available upon request.)

16. (3:14) Housekeeping, Agenda review, and Introductions

- a. Welcome and Introductions
- b. Committee Business – DAC letter (re: Director Report) review
- c. Public comment
- d. Next steps, timeline, and scheduling

17. Introductions

- a. (5:06) See DAC Members Present and Staff Present lists from above

18. Committee Business: Draft Letter on Director's Report (Scott Sheehan)

- a. (7:26) Scott discusses meeting goals
 - Purpose of meeting is to vote on the Draft Director's Report comment letter
 - Thanks to Kippy and Karoline for taking comments and consolidating them into a straightforward, logical, and easy-to-understand letter
 - Want to make sure everyone has read through it, want to give everyone to have a chance to comment on it.
- b. (9:06) Dipti brings up a request from SDCI for clarification on MIO2 (re: potential bike lanes) and question "is there any consideration for how SEPA Recommendation 10 could be added to MIO6?" (suggesting this is a time for DAC to ask Crystal questions about these two issues)
 - (10:25) Andy: felt a little out of left field; will the public get a chance to comment on the improvements?
Kelsey: This would be triggered by development (buildings constructed) that would prompt this mitigation and that can be part of the public process that SDCI calls for. Also note: the recent approved Seattle Transportation Plan does call out for a protected bike lane as well (a publicly available plan)
 - (13:48) Conversation to put it in the form of a statement instead of a question (includes topics that include neighbors not being informed about planning; concerns of identifying what triggers what outreach action and what the process is; "when can the public comment" is a common theme; Julie Blakeslee – this is the time to put this in because this is about mitigation)
 - (15:10) Conversation about it is not the timing of the trigger for mitigation/certain things to happen but rather what are the mitigation actions that the IAC will be processing – how to provide input is a continued community concern and they would like to understand the process better to ensure they will have input; Kelsey will be looking into clarification on what sort of input will be available once the IAC is established.
 - (17:13) Julie Blakeslee supports asking these questions at this point is good; conversation about past improvements and the input that did or did not occur then.
 - (19:26) How SDOT works with the public; Kelsey believes the plan has already been approved by Council. Notifications are sent out on specific projects. Community speaks to communication to them on these projects isn't thorough.
 - (21:50) Karoline suggested updated statement re-write: "basically keeping the first couple statements, so saying installing the protected bike lanes is recommended by SDOT and SDIC on Meridian Ave N has not been reviewed by the public. While this generally will provide a benefit to promote cycling, this will have an impact on the neighborhood. Then instead of the question asked, what if we made a statement such as, the DAC understands that the Northgate transportation plan has already been approved, but we recommend additional public outreach prior to implementing any improvements even if triggered by a specific project?" DAC likes this.
- c. (23:01) Dipti brings up clarification on MIO4 (re: potential mediation at a specific intersection)
 - Would like the location (115th & Meridian) to be specified; DAC agrees to this.

- d. (25:45) Dipti brings up discussion at the last meeting re: MIO6 and if there is any consideration for how recommendation 10 (trees related) can be added to MIO6 (this was not decided definitively).
 - Question re: when does tree review take place; Crystal clarifies it takes place at the time of the permit. Crystal recognizes the concern by the community for a landscape buffer, but the tree review is only called out in the right-of-way.
 - Andy points out there is a second issue that the letter seems to indicate the community is ONLY concerned about the right-of-way trees and they are concerned about more than just those. Discussion of tree inventory, canopy, tree removal permitting process, tree replacement requirements.
 - (32:43) North border tree concern conversation. There are layers of permitting for tree protection. There is some flexibility in tree replacement, but still need to follow the code for permitting. Kippy feels north border trees are not honored in the MIMP and trees could be removed if the road or building is done in that area. MIO8 discusses road drive condition.
 - (37:36) Connecting SEPA recommendation 10 to MIO6 and Karoline suggestion for changing it into a statement: "The DAC recommends adding language to clarify that SEPA recommendation 10 will be triggered by any development permits for specific projects, including paving or other improvements along the property lines abutting the right-of-way or residential parcels." DAC likes this.
- e. (39:48) Dipti brings up MIO8 that Kippy wants more clarification/discussion on regarding the setbacks because it is only covered in context of residential. DAC is requesting that the trees on 120th vs 115th are considered as an important buffer that benefits the neighborhood. Crystal will need to review with her internal team these concerns and consider it for her report; she cannot make a recommendation at this meeting. Reminds that these can be refined at the Hearing Examiner meeting.
 - DAC members are concerned they will not have a say later on over something that was, with no ill intent, missed in the Draft Director Report when it was understood as important earlier.
- f. (47:20) The letter with the comments discussed this evening will be sent out Friday (May 31, 2024).X
- g. (47:53) Andy - move for a vote that the letter as amended tonight be approved.
 - Unanimous approval. No opposition.

19. (48:37) Public Comment

- a. Sean Chapdelaine (SP) – first public meeting, appreciate the process and vote
- b. Pamela _____ - didn't hear initial presentation; live in neighborhood, appreciate preserving trees (wildlife ecosystem); hard time accessing how to have input in the process, would appreciate any links to provide input. Dipti will follow up with links to documents.

20. (55:01) Next steps for DAC – Crystal to provide overview

- a. Discussion of next steps of the process
 - Two weeks to finalize the Director's Report (around June 17)
 - Back to the DAC for them to prepare their final report that will go to Hearing Examiner (send to Crystal who will send along to Hearing Examiner)
 - 1. Can be reviewed again in a meeting or by email
 - a. Dipti will compile for submission
 - b. Everyone will need to sign (maybe by Docuprint)

2. ~July 1 deadline for Crystal to send to Hearing Examiner
- Hearing Examiner meeting
 1. Will be scheduled after everything is submitted
 2. Pre-hearing conference where DON, SDOT, and UW meet

21. Adjourned

Appendix 1

**DAC Comments and Recommendations Concerning the
Preliminary Final MIMP and Preliminary Final EIS**

February 26, 2024

Crystal Torres
Seattle Department of Construction & Inspection
700 Fifth Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Via e-mail: crystal.torres@seattle.gov

Re: **UWMC – Northwest Committee Comments on Preliminary Final MIMP and EIS**

Dear Ms. Torres,

The UWMC Northwest Major Institutions Master Plan (MIMP) Development Advisory Committee (DAC) is charged with advising the City and UWMC Northwest concerning the development of the new UWMC Northwest MIMP. The DAC had the opportunity to review presentations on Preliminary Final MIMP and EIS for UWMC Northwest Hospital.

The methodology used to prepare these comments included creating targeted subcommittees to review each subject matter and provide a summary and proposed comments for review and discussion with the whole committee. The designated subcommittees were as follows:

- **Traffic, Parking, Access and Circulation**- Karoline, Susan
- **Landscape, Open spaces, Tree Preservation, Aesthetics, Stormwater**- Andy, Kippy
- **Views, Shadows, Air quality, Noise and Utilities: Infrastructure** - Carol, Keith, Kevin
- **Land Use: Height, bulk and scale, setbacks**- Scott, Joan and Shawn

These comments and discussion were then summarized by Karoline and Kippy with additional input from subcommittee members as appropriate.

After reviewing the new alternative, the DAC determined that the 3rd Alternative generally represented a reasonable trade-off between the needs to accommodate growth at UWMC NW Hospital and promote the continued livability of the surrounding neighborhoods. The DAC voted in majority on the entire comment letter (with one dissenting vote) approving the entire comment letter. For sub-section “Traffic and Parking”, one member did not support the language “potential development and parking garage” as stated on MIMP Figure 3.25. The member proposed removing the “parking garage” option from that location. The DAC members also proposed using clearer language to describe the land-use, height bulk and scale diagram.

For the Committee,

Scott Sheehan and Andy Mitton,

Committee Co-chairs

Opening Statement and Summary

UWMC Northwest campus is an asset to the Haller Lake and Northgate community. All DAC members feel it is an honor to be part of this committee and grateful that we have been given the opportunity to provide our comments on the UWMC - NW draft MIMP and EIS. We all understand that UWMC - NW needs to grow and update many of its facilities. We represent the community surrounding the hospital and our goal is a successful outcome for positive change for both the hospital and the community. There are many seniors, adults, and young families that live near the campus and walk/run/ bike commuters passing through and near the campus. We ask that they are all considered in the proposed campus design and also considered in minimizing the associated construction, noise and pollution impacts.

We have a very friendly, active community that will help make this campus wonderful if you design it to welcome and integrate them. The hospital has been a great neighbor since inception, and it is in the best interest of everyone to continue to do so. The recommended revisions that we have identified as having the strongest impact on the community can be summarized as follows:

- 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
- Locating the tallest structures only near the central or southern areas of the property
- Allowing parking garages at the south and southern half of west property line, where not directly adjacent to residential structures
- Generous setbacks abutting and across from residential parcels
- Restricting building height near residential property lines
- Maintaining trees and vegetation on the property now, during, and after the development

Traffic, Parking, Access, and Circulation

General Intent & Recommendations

Primary concerns regarding traffic, parking, access and circulation include allowing vehicular access only via N 115th Street; maintaining sufficient distance between the loop road and adjacent residences; and siting parking structures in appropriate locations.

Specific Comments regarding Preliminary Final MIMP

Section III - Development Program

Campus Circulation, Parking & Wayfinding – p.43

- Fig 3.25 indicates Potential Garage Location in the northwest corner of campus (existing E-Wing location). Please revise to indicate Potential Development only.

Section VI - Development Standards

Loading Docks - p.83

- Recommend adding language to require visual & noise screening from adjacent property lines, as close to the loading areas as possible.

Specific Comments regarding Preliminary Final EIS

- General Note: Multiple sections of this document reference a possible vehicular access point from 120th St. However, this option has been removed from the proposed Alternates presented in the Preliminary Final MIMP. All references to this option should be removed.

Landscape, Open spaces and Tree Preservation, Aesthetics, Stormwater management

General Intent & Recommendations

We recommend that UWMC NW articulate a campus-wide design concept of creating a medical center within a healing northwest lowland forest environment. This concept would include the below intent statements and recommendations of this section to direct performance outcomes that create a healthy forest environment with state-of-the-art water management, urban forestry management, patient and visitor flowing access in and around the medical campus and a nature walking path around the perimeter. Chief Luther Standing Bear in T.C. McLuhan's Touch the Earth stated, "It was good for the skin to touch the Earth and the old people liked to remove their moccasins and walk with bare feet on the sacred Earth... the soil was soothing, strengthening, cleansing and healing."

We have reviewed the Preliminary Final MIMP and EIS that include the addition of the third alternatives. In general, the majority of our concerns have been addressed through the revised plans and documentation for the project.

Specific Comments regarding Preliminary Final MIMP

Section III - Development Program

Campus Circulation, Parking & Wayfinding – p.43

- Fig 3.25 indicates Potential Garage Location in the northwest corner of campus (existing E-Wing location). Please revise to indicate Potential Development only.

Parking and Vehicular Circulation - p.81

- Remove the wording "abutting residential neighbors" for where the loop drive is located in the building setback. Add the wording "loop drive must be located at least 20 feet from the North East and west property edges".

Specific Comments regarding Preliminary Final EIS

Section 1.5 EIS Alternatives

Alternative 3 – Preferred Alternative (p. 1-6, paragraph 3)

- Change "an increase of 40-foot building setbacks where the campus abuts residential properties" to "an increase of 40-foot building setbacks from the north, east and west property lines"

Views, Shadows, Air Quality, Noise, and Utility Infrastructure

General Intent & Recommendations

Primary concerns regarding views, shadows, air quality, noise and utility infrastructure include protecting the privacy of adjacent residents; minimizing visual impact of new structures on the surrounding neighborhoods; protecting adjacent residences from air-borne pollutants and noise, particularly as associated with the central utility plant and preserving access to sunlight.

Specific Comments regarding Preliminary Final MIMP

Section III - Development Program

Campus Context & MIO – p. 18

- Paragraph 2: Revise to indicate that City of Seattle Fire Stations is “Approved” not “Proposed”.

Existing & Proposed Physical Development: Campus Building Heights and Volume/Scale: Future MIO Height Districts – p. 34

- Fig 3.17 Alternative 3 Height Diagram & Fig 3.18 Alternative 3 Setback Diagram – Add Section Cut Tags to graphically indicate locations of Sections 3.19, 3.20 & 3.21 and add dimensions to plan-view to indicate distances.
- Fig 3.20 – Correct drawing title to say Alternative **3** (not 2)

Campus Circulation, Parking & Wayfinding – p.43

- Fig 3.25 indicates Potential Garage Location in the northwest corner of campus (existing E-Wing location). Please revise to indicate Potential Development only.

Section V – Design Guidance

Architecture: Façade Articulation – p. 55

- Revise new sentence (starting “Consider use of...” to more clearly indicate that clerestory windows / patterned glass are recommended at ground level if no visual barrier (or only seasonal barrier such as deciduous plants) is present at property line.

Program and Operations: Construction Considerations – p. 57

- Bullet Point #2 – Revise to emphasize that impact will be reduced outside of campus / neighbors as a priority over the impact to campus.

Section VI – Development Standards

General – p. 74

- Reference Alternative 3.

Bicycle Parking – p. 74

- This paragraph indicates that observations were made in April 2023, which is NOT typically peak period for the bicycle community in Seattle. We recommend another observation period in July or August.

Public Street Improvements – p. 82

- Remove reference to vehicular access at 120th St.
- Add note regarding overhead power/comm, street lights & utility poles as illustrated in Fig 5.1

Section VII – Transportation Management Program

Transit – p. 93

- Add note to indicate that both Metro routes 345 & 346 continue north on Meridian Ave N.

Institutional Policies – p. 98

- Revise note 1 to read “**AM & PM** peak hours”

Land Use, Height, Bulk, Scale and Setbacks

General Intent & Recommendations

- We have received the preliminary final Major Institutions Master Plan and have had a chance to look at the changes. The Alternative #3 is an improvement over the first two options and addresses many of our concerns regarding height, bulk, scale and setbacks. But the DAC is still interested in concentrating the majority of the height in the southern 2/3rds of the campus. Please see below and in attached figure for a workable recommendation for the 175' and 120' height limit areas. This small adjustment is a great improvement of the north side of the property and we ask that it be seriously considered. These heights will work for EIS View Analysis scenarios 1,2, 4 and 5, only eliminating scenario 3. This gives more protection to the surrounding homeowners on the North, East and West sides of campus. We are happy with the 40' set back but still have some concerns by the neighbors (especially Stendall Place) that the height limit of 65' is too close to their residences and will have major negative impacts on their quality of life with loss of light, privacy, and increased noise and pollution. Please see below the recommended tiered height limits next to all existing Stendall Place homes. We are very supportive of the new entrance being placed on 115th and would like to see any new parking structures in the same south 2/3rds footprint if possible. We truly value having the hospital as our neighbor and hope for a collaborative process going forward.

Land Use

That the parking garage in scenario 5 be the furthest north option for a parking garage and that the potential parking garage in fig 3.25 be removed.

Height

Add an additional tiered height limit on the west side of the property adjacent to existing Stendall Place homes, as shown in below figure, at 40' setback, 20' at 30' high, 20' at 48' high. Approximately aligned with current E-Wing building footprint.

Change the 145' height to 120' and extend the 120' area to the area north to just north of the A-wing leaving the widths the same. Please see the figure below.

Change the 175' line, pushing it to the south to just above A-wing and leaving the width the same. Please see the figure below.

Setbacks

The 40' setbacks on North, East and West sides of the property are good. Please make sure that all text and printed figures in both the MIMP and EIS have this clearly stated. It is not at this time.



Appendix 2

**DAC Comments and Recommendations Concerning the
Draft MIMP and Draft EIS**

October 25, 2023

Holly Godard/ John Shaw
Seattle Department of Construction & Inspection
700 Fifth Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Via e-mail: holly.godard@seattle.gov; John.Shaw@seattle.gov

Re: UWMC – Northwest Committee Comments on Draft MIMP and DEIS

Dear Ms. Godard and Mr. Shaw,

The UWMC Northwest Major Institutions Master Plan (MIMP) Development Advisory Committee (DAC) is charged with advising the City and UWMC Northwest concerning the development of the new UWMC Northwest MIMP. The DAC had the opportunity to review presentations on Draft MIMP and Draft EIS for UWMC Northwest Hospital.

The DAC looked carefully at what the proposed expansion would look like and how UWMC Northwest's proposed alternatives would impact the neighborhood and the range of people who live, work, go to school, or play in the area. We believe it is our role to balance the growth of the University with the long term needs of the community. To that end we offer this Draft comment letter for your consideration.

The methodology used to prepare these comments included creating targeted subcommittees to review each subject matter and provide a summary and proposed comments for review and discussion with the whole committee. The designated subcommittees were as follows:

- Traffic, Parking, Access and Circulation- Karoline, Susan
- Landscape, Open spaces and Tree Preservation, Aesthetics, Stormwater management - Andy, Kippy
- Views, Shadows, Air quality, Noise and Utilities: Infrastructure - Carol, Keith, Kevin
- Land Use: Height, bulk and scale, setbacks- Scott, Joan and Shawn

These comments and discussion were then summarized by Karoline and Kippy with additional input from subcommittee members as appropriate.

For the Committee,
Scott Sheehan and Andy Mitton,
Committee Co-chairs

Opening Statement and Summary

UWMC Northwest campus is an asset to the Haller Lake and Northgate community. All DAC members feel it is an honor to be part of this committee and grateful that we have been given the opportunity to provide our comments on the UWMC - NW draft MIMP and EIS. We all understand that UWMC - NW needs to grow and update many of its facilities. We represent the community surrounding the hospital and our goal is a successful outcome for positive change for both the hospital and the community. There are many seniors, adults, and young families that live near the campus and walk/run/ bike commuters passing through and near the campus. We ask that they are all considered in the proposed campus design and also considered in minimizing the associated construction, noise and pollution impacts.

We have a very friendly, active community that will help make this campus wonderful if you design it to welcome and integrate them. The hospital has been a great neighbor since inception, and it is in the best interest of everyone to continue to do so. The recommended revisions that we have identified as having the strongest impact on the community can be summarized as follows:

- 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
- Locating the tallest structures only near the central or southern areas of the property
- Allowing parking garages at the south and southern half of west property line, where not directly adjacent to residential structures
- Increasing the setbacks abutting and across from residential parcels
- Restricting building height near residential property lines
- Maintaining trees and vegetation on the property now, during and after the development

Traffic, Parking, Access, and Circulation

General Intent & Recommendations

Primary concerns regarding traffic, parking, access and circulation include allowing vehicular access only via N 115th Street; maintaining sufficient distance between the loop road and adjacent residences; and siting parking structures in appropriate locations.

Specific Comments regarding Preliminary Draft MIMP

Section III - Development Program

Existing & Proposed Physical Development – p.31

- We recommend that this section acknowledge that N 120th St ONLY connects back to Meridian to the east. Traveling North on Ashworth does NOT link to any other arterials, it enters a residential labyrinth back to 122nd / Densmore that circumnavigates Haller Lake before connecting to N 125th St or 1st Ave.

Campus Circulation, Parking & Wayfinding – p.47

- We recommend that this section acknowledge anecdotal evidence of overflow parking onto adjacent residential streets, either due to limited availability of onsite parking or parking fees discouraging use.
- We recommend that this section acknowledge that Medical Center Use / Occupancy is not subject to the same user-group decision-making processes as other Uses / Occupancies. For example, an office worker is more likely to consider public transportation or carpooling opportunities when parking is limited at their place of business, but Medical Center user-groups are limited by the following factors:
 - Staff must arrive on-time to staggered shifts, often in misalignment with frequency / availability of public transit OR not allowing ride-share for people who live near each other.
 - Patients are often not repeat users who can test various access methods to make a conscious choice of their commute methods. Also, patients presumably have a higher tendency towards mobility issues than the general public, making public transit less desirable and bicycle/walking unfeasible. Furthermore, arriving for any medical treatment or diagnosis is a stressful event that triggers selection of one's default transportation mode (typically single-occupant vehicle) for emotional safety.
 - Visitors are more infrequent than patients so are also unlikely to carefully consider their transportation choices.
- We recommend adjusting Fig 3.20 “Proposed Circulation Diagram” as follows:
 - Add note to loop road along west property line adjacent to residential parcels to indicate “Restricted to Fire Lane Only”

- Remove option for Potential 3rd Access at N 120th St. Recommend the two “Potential Garage Locations” in the SE and SW corners of the site be noted as “Preferred Garage Locations”
- Revise the text at two “Potential Garage Locations” in the SE and SW corners of the site be noted as “Preferred Garage Locations” but clearly indicate that garage entry/exit will not require a new curb-cut at N 115th Street. Trees in this area should be protected.
- Revise the text in the NE corner to read “Potential Development” without noting this a potential garage location.

Section V – Design Guidance

Access & Circulation – p.70

- Require additional parking stalls must be constructed in tandem with growth, calibrated to increased capacity.

Section VI - Development Standards

Bicycle Parking - p.79

- Recommend referencing SMC 23.54.015.K for minimum bicycle parking requirements.

Loading Docks - p.83

- Recommend adding language to require visual & noise screening from adjacent property lines, as close to the loading areas as possible.

Parking & Vehicular Circulation - p.84

- Recommend that the language "may" be changed to "shall" in this section.
- Recommend referencing SMC 23.54.015, Table C for Institution Parking Minimums AND note that precedence has been set for increasing maximum allowable parking spaces in the Northgate Overlay District to accommodate overflow during peak hours.
- Recommend raising allowable maximum and mandatory minimum number of parking stalls to prevent overflow into adjacent residential zone.
- Recommend noting that all vehicular traffic (except emergency fire lane) must be inboard of the property setbacks, particularly in the northeast corner adjacent to Stendall Place.

Pedestrian Circulation - p.85

- No comment

Public Street Improvement - p.85 - 88

- We recommend that a 3rd entrance be on N. 115th St. and that the N. 120th St entrance be removed from the MIMP as an option. If the North Entrance to N 120th St will continue to be a required option due to UWMC functional requirements, the following minimum improvements will be required:

- Improvements to entire vehicular path of travel from north to connect to Aurora Ave N and N 130th St at 1st Avenue, including ROW improvements to sidewalks, gutters, street trees, landscape buffers, signaled crossings, bike lanes, etc. should the N 120th St entrance be required by the UWMC-NW for continued operations. These would be of particular importance considering increased pedestrian & bike traffic to/from the lightrail stations at 130th.

Specific Comments regarding Preliminary Draft EIS

Section 3.6 Transportation

3.6-2 Trip Generation

- Recommend clarifying if traffic counts include only entries/departures to/from campus boundaries or include adjacent street parking.

3.6-4 Street System

- Recommend clarification - Identifies N 120th St as a non-arterial. How does an additional entrance point here support the stated goal of "reduce neighborhood impact"?

3.6-5 Traffic Volumes

- Recommend studying intersections that did not include baseline LOS for other intersections that would presumably be impacted by a N 120th St entrance, namely:
 - Meridian Ave N @ N 122nd St
 - Densmore Ave N @ N 122nd St
 - Densmore Ave N @ N 125th St
 - Corliss Ave N @ 1st Ave N
- Note: Study of these intersections likely not required if vehicular access from N 120th St is removed from proposed MIMP
- Recommend analysis of emergency vehicle access

3.6-17 Transit

- No changes are proposed but recommend a shuttle and/or bus route to the light-rail stations to be considered to encourage ridership & reduce single-occupant vehicle trips.

Landscape, Open spaces and Tree Preservation, Aesthetics, Stormwater management

General Intent & Recommendations

We recommend that UWMC NW articulate a campus-wide design concept of creating a medical center within a healing northwest lowland forest environment. This concept would include the below intent statements and recommendations of this section to direct performance outcomes that create a healthy forest environment with state-of-the-art water management, urban forestry management, patient and visitor flowing access in and around the medical campus and a nature walking path around the perimeter. Chief Luther Standing Bear in T.C. McLuhan's Touch the Earth stated, "It was good for the skin to touch the Earth and the old people liked to remove their moccasins and walk with bare feet on the sacred Earth... the soil was soothing, strengthening, cleansing and healing."

INTENT Statements:

- The intent around landscaping could include more clarification about planting drought tolerant plants that are adaptive to climate change and that are designed to last sustainably.
- The intent around open spaces is good.
- The intent around tree preservation is limited. Please highly value your mature and exceptional trees, replacing them takes time we don't have! Water scarcity is a problem in our country (and the world) and established trees are a to feed deep water systems that are so important for our survival.
- The intent around Aesthetics is good and we have some comments below associated with architectural guidance and screening.
- The intent around stormwater management on the property could be more resourceful based. Finding ways to create designs that absorb and hold water on the property in a managed landscape (Green low impact development techniques). Due to tree removal on the property and global warming impacts, good water retention management is/ will be invaluable for the properties landscape, open spaces and tree preservation. Combining landscape and stormwater for dual benefits is a win/ win.
- The intent around sustainability is ok. For landscape, consider other environmental certification processes, such as Living Building Challenge or SITES.
- The intent to keep the existing Greenbelt on the East and West Property lines is good. It shall be maintained & kept as a Greenbelt for during future developments.

RECOMMENDATIONS:

We recommend that the information in the above comments be added somewhere within the intent of the MIMP:

- We recommend UWMC NW manage a tree replacement policy that meets sustainable tree canopy coverage on the campus that is resilient to climate change. Ensuring new tree plantings are done responsibly, varying the species and varieties of trees to avoid monocultures, and spacing trees for long term health and sustained success. This should be coordinated with the Urban Forestry Management Plan.
- We recommend for mature/ exceptional tree preservation that there is no new site development (i.e., roads, parking lots...) in all setbacks around the perimeter of the property where existing mature/ exceptional stand/grow.
- We recommend encouraging mature and exceptional preservation whenever possible during this MIMP development. And if ground disturbance is required that removes significant tree roots and reduces available water, that it be required to have stormwater diverted to supply natural water to the tree. Supplemental irrigation can also be considered.
- We recommend removing existing landscape cloth or fabric (and avoid using cloth in the future) anywhere on campus as part of new landscape development in order to increase soil health, water absorption and tree preservation.
- We recommend if lower roofs are visible from upper floors, incorporate green roofs or terraces as a means to mitigate visual impacts, reduce heat island effect, and enhance the aesthetics of the healing nature concept.
- We recommend noting that setbacks should be vegetated to provide maximum buffer at residential property lines.
- We recommend creating a nature walking path that is a partially woodchipped (or other pervious surface) trail and a partially paved path that loops the perimeter setback area of the property. The paved path areas would link with other paved loops within the campus at the woodchipped areas. This way there would both be a part of the path that would be connecting to the earth for those that choose and a paved connection for those unable to use the woodchipped paths. This accessible path will wind within the mature/ exceptional trees and be complemented and supported by native shrubs and ground covers. This will strongly support the full campus concept of HEALING IN THE FOREST with a true forest-like perimeter.
 - Benefits patients, staff, local community and the environment
 - Supports existing trees to stay healthy
 - Support to stormwater management
 - Supports pollinators
 - Great demonstration of sustainable development
- We recommend that a high carbon sequestering/ long living tree (such as oak, Douglas Fir, pines, blue spruce) is planted on the property for exceptional trees removed (noting that only poor condition exceptional trees may be removed):
 - to be planted in different areas around the property (not side by side for long term health)
 - to support needed carbon sequestering
 - to help to improved stormwater runoff
 - to help improve deep water charging lost with old tree removal

- helping to lower global warming impacts on the property and in the community
- We recommend all other trees removed from the property (due to poor health) follow the Urban Forestry Management guidelines for tree replacement.
- We recommend for architectural guidance a stronger consideration for how modulation to the building massing could limit impacts to adjacent neighbors, in particular Stendall Place. Consider providing more specific dimensions for the length of a side facade before a recess, or other building setbacks may be required to allow more light to adjacent developments. Consider how window placement on side facades can maintain the privacy of dwelling units by minimizing placement of windows where they directly align with neighbors' windows within 20 or 30 feet of the side property line. We like the example given in the meeting about clerestory windows, or translucent windows, but could not find reference to this in the MIMP.
- We recommend changing the wording in the screening section that noise producing equipment be screened with walls or other sound absorbing built elements that support vegetation or planted green screens, etc. (vegetation alone will not mitigate noise impacts). Acoustical mitigation can be through screening or choice and location of equipment.
- We recommend adding a section in screening that addresses how fencing, landscaping, or other techniques to buffer dwelling units along a side lot line should be scaled appropriately to provide privacy and allow light and air circulation.
- We recommend considerations for permeable pavements as part of a kit of parts that could be used in different applications on campus as applicable.
- We recommend that there is an intent about designing stormwater management to be an asset that is used in the landscape and open spaces whenever possible before going to the retention tanks or catch basin filtration. We feel these gray infrastructure techniques should be a last resort only when needed (or as a supplement to green infrastructure).

Specific Comments regarding Preliminary Draft MIMP

Section III - Development Program

Open Space, Landscape and Trees - p.43

- Paragraph a. - Revise the terminology from “several” mature trees to “many” mature trees.

Section V – Design Guidance

Infrastructure - p.72

- Stormwater – Revise to include the following “accommodating on-site mitigation when necessary to embrace a holistic, naturalized landscape character while preserving accessible open spaces”. Incorporate language that requires the use of surface stormwater management tools such as: rain gardens, bioswales, wood chips to improve soil condition for rainwater absorption and retention, and similar that could be integrated with accessible open spaces.

Specific Comments regarding Preliminary Draft EIS

Section 3.7 Utilities

3.7-7 Onsite Stormwater Management

- Revise “BMP’s are not implemented due to concerns of infiltrated stormwater percolating...” to, “BMP’s be tested at each building site and implemented where possible with all surface stormwater management tools, such as rain gardens, bioswales, and woodchips or other strategies to improve soil condition for rainwater absorption and retention.”

Views, Shadows, Air Quality, Noise, and Utility Infrastructure

General Intent & Recommendations

Primary concerns regarding views, shadows, air quality, noise and utility infrastructure include protecting the privacy of adjacent residents; minimizing visual impact of new structures on the surrounding neighborhoods; protecting adjacent residences from air-borne pollutants and noise, particularly as associated with the central utility plant and preserving access to sunlight.

It is necessary that the MIMP more clearly identifies what the central utility plant would consist of, how it would operate, when it would operate, and where it would be located. Until that information (or proposed specific restrictions are provided), the DAC cannot sufficiently review and provide recommendations. Some examples of the information required includes the following:

- We require clarification within the MIMP to reconcile inconsistent language that describes a single CUP in some sections, while other sections refer to the possibility of multiple CUP(s).
- We require that projected emissions information and noise level of the CUP be presented in the MIMP and analyzed in the EIS. During meeting 4 with the DAC, it was represented that there would be a study on the CUP: "Study will be conducted to understand air quality impact. Emissions and air quality will depend on generator size, emission system and prevailing winds across the site." No study has been provided to the DAC.
- We require more information about proposed noise reducing measures and visual screening of all equipment within the CUP yard, including HVAC equipment, generators and associated fuel tanks, and all associated housing, mufflers, piping, ducts, conduit, transformers, electrical panels/load banks, etc. The exhaust of the Emergency Generators shall be directed in a vertical direction versus a horizontal direction. The fuel tanks must be double-walled construction and set within containment sufficient for 100% fuel capacity.
- With the certain types of energy supplied from the CUP to the other Buildings on Campus, it is recommended that these energy sources be run through a means of underground utilidor that could also be part of delivery logistics from one main loading dock area.

We also require more information regarding projected upgrades of existing municipal utilities including, but not limited to commercial power, fiber/comm, natural gas, domestic water, sanitary sewer and storm sewer. Nothing was mentioned concerning the existing City utilities in the street to whether or not if these needed to be upgraded with the upgrades and new developments that the hospital wants to do, this could be projected as a square foot impact.

RECOMMENDATIONS:

- We recommend that the future structures that are adjacent to the residential properties have window treatments that block the line of vision from the residential properties, the upper sections of glass can be vision panes but the lower sections to obscure the view of the neighboring properties shall be opaque as to let light in but burrs the vision.

- We recommend that each proposed project will require a future utility projection be provided, but contingent on individual developments. Some sort of demand calculations had to have been projected. These projections would be handy to know for future impacts.
- We recommend that electrical power be mentioned in the utility section regarding increased power demand with upgraded central plant and additional medical facilities.
- We recommend that there is communications/data connection mentioned for upgrades on security.
- We recommend that WAGD (Waste Anesthetic Gas Disposal) plans, goals, requirements be in both the MIMP and EIS
- We recommend that the loop road not run through any setbacks and ideally not run along the Stendall Place property border without a wider setback to buffer the neighborhood from noise, visual, and air quality impacts.
- We recommend that loading docks and garbage removal noise is considered, and these activities are located interior and kept away from the perimeters of the property to protect the neighbors from noise-related impacts.
- We recommend that the noise of the construction activities be considered with measures such as limiting the use of higher noise equipment, ensuring properly sized mufflers and other silencers and limiting the hours of construction be implemented.
- We recommended that a central loading area would be preferred to allow noisy activities to be centralized and dealt with altogether. A minimum of 9 loading docks (berths) seems to be excessive (pg. 83 Development Standards for Loading docks).
- Deliveries should be planned for off hours and not peak hours of the hospital services.
- We recommended that the delivery travel path be consolidated with the travel path to and from the Central Utility Plant (CUP). This travel path would be easily isolated/designated for these deliveries of unloading and loading to be separated from the general traffic/pedestrian travel patterns.
- We recommend clarification medical gas storage tanks and proposed locations either large tanks at the central utility plant and/or smaller /individual tanks storage.
- We require more clarification about the Loading Berth Analysis as follows:
 - It seems that at the existing 18% daily use for 8 loading dock areas are underutilized.
 - The minimum 9 loading berths seems an “assumed “or based on existing amount provided that specific development has yet to be identified.
 - Based on the calculation that one additional loading dock for a total of 9 would equal a 33% utilization.
 - Please provide some further information on these Loading Docks/Loading Zones and Loading Berths.
- We recommend for the added trees to be planted in the “planter strip” or behind the curbs along 115th Street to flourish and remain healthy, that the overhead elevated public utilities be placed underground. The overhead power and communications lines will impede the growth of

these trees and as these trees become more mature, they will assist in having utility outages and weather-related events.

- We recommend that the utility overhead lines running along Northside of N 115th St. be placed underground for security and as to not interfere with the new tree planting along the planter strip on 115th.

Specific Comments regarding Preliminary Draft EIS

- We recommend that the EIS include a viewpoint from within adjacent neighborhoods. The depictions in the figures are misleading by allowing the background to fade through the 175' building envelope. This creates the false impression that views impacts will not be as bad as they could be if project were actually developed in the proposed envelope. The viewpoint figures should be adjusted so the 175' building envelope is a solid color.
- The EIS does not assess how interior lighting in buildings rising above the tree line will impact surrounding neighborhoods. It also does not assess how night traffic on the proposed loop road will impact adjoining neighborhoods.
- The shadow assessment should be based on full building envelopes unless the proponents want to restrict building locations to those areas identified in the shadow assessment. The figures provided are based upon building designs that the proponent has not committed to. It is also not clear what the heights of the buildings in the shadow analysis are and whether they reflect 175' tall buildings where they are permitted. For example, figure 3.4-18 appears based on a conceptual plan presented during the DAC meeting that identifies the center building height as 173' but the northwestern most buildings at 48'. The figures should identify the building and heights being assessed. The shadow analysis as prepared does not adequately assess impacts of a 175' building on the edge of the zone that could be developed under the alternatives as they have been proposed.

Land Use, Height, Bulk, Scale and Setbacks

General Intent & Recommendations

- Primary concerns regarding land use, height, bulk, scale and setbacks include reducing the visual impact of the buildings on the surrounding neighborhood. We cannot recommend either of the proposed alternates included in the preliminary draft MIMP because neither sufficiently protects the privacy, scale, or character of the adjacent parcels. We believe the following parameters will provide enough opportunity and flexibility for UWMC to expand as described.
- We highly recommend a significant amount of focus on architectural design for perimeter structures. Function will likely be a primary driver, yet special attention to form, aesthetics and design should help to find a middle ground for both the needs of UWMC Northwest and the needs of adjacent neighbors and surrounding community.
- We recommend creative thinking in appearance, possible variable height construction, and thoughtful consideration of tree canopies, greenery and vegetation are all ways to mitigate visual impact. Function will likely be a primary driver when the actual building design takes place, yet special attention to form and aesthetics should likely help find a middle ground for both the needs of UWMC Northwest, the adjacent neighbors and surrounding community.
- The intent around sight lines, exterior lighting, window positioning and placement in order to maintain a sense of privacy is important.
- We recommend that taller buildings be concentrated in the core of campus adjacent to and south of A-wing with lower height buildings be in closer proximity to the adjacent residential communities.
- We recommend that the childcare facility could be located in the northwest corner as well. This would be a low traffic area creating a safe environment for children.
- We recommend the north parking lot by E wing might be a good location for the CUP as it is limited in height.

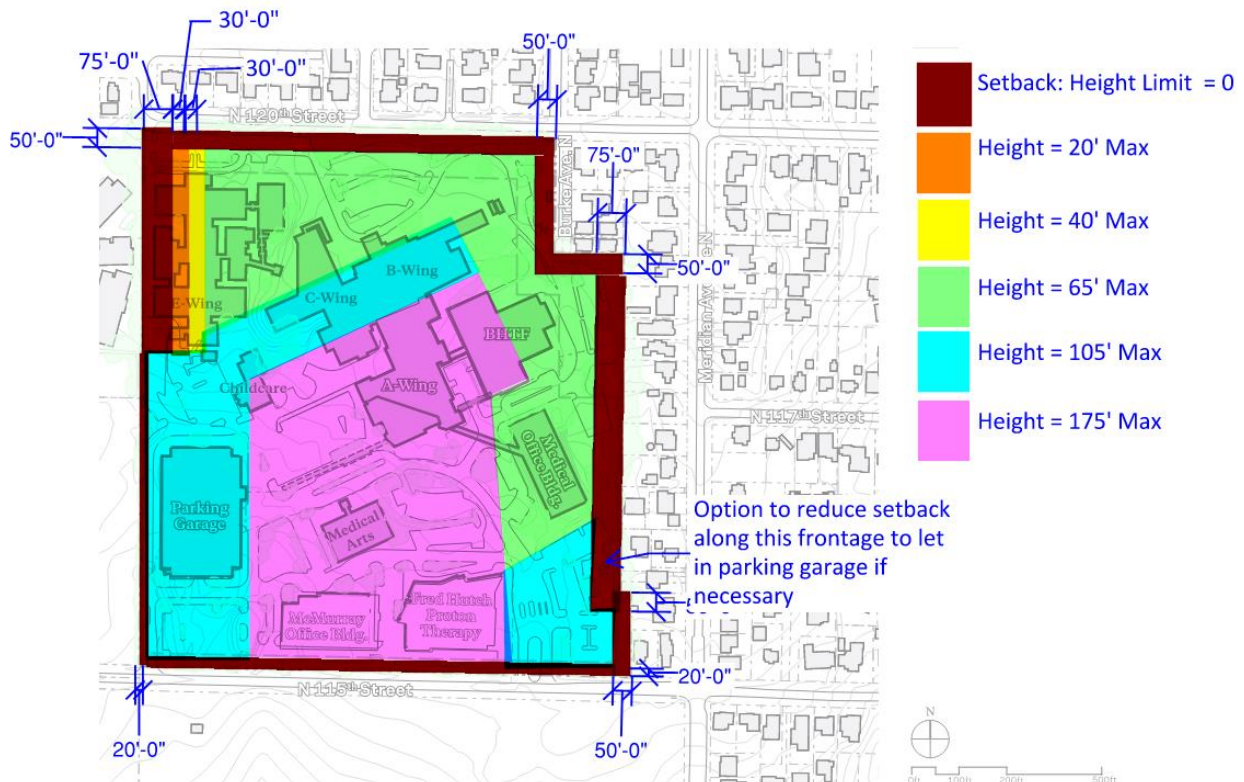
Specific Comments regarding Preliminary Draft MIMP

Section III - Development Program

Future MIO Height Districts - p.37-42

- Figure 3.7 / 3.12 - We recommend the following changes to the setbacks (see diagram below):
 - 75' on the north half of the west Property Line (adjacent to residential parcels)
 - 75' on the central-east Property Line (where directly adjacent to residential parcels)
 - 20' on the south half of the west Property Line (adjacent to cemetery)
 - 50' on north, northeast and southeast Property Lines (where not directly adjacent to existing residential structures))
 - 20' on the south Property Line
 - Note: Setbacks may include drive-aisles, parking, etc. as long as the existing vegetation remains intact (including trees to the drip line and root structure), except along the west Property Line within the 75'-setback zone. At that location, vehicular traffic must be limited to Fire Lane Only, no other personal or commercial vehicles.

- Figure 3.7-8 / 3.12-13 - We recommend changes to the height limits (see diagram below):
 - Reduce 175' height district to central/south area of campus
 - Provide conditioned limits adjacent to residential parcels with existing structures within 20' of property line
 - Note: Existing structures within the revised districts may be considered legal nonconforming ("grandfathered") conditions that may remain in perpetuity as long as no significant building additions or modifications are constructed. Regular maintenance, adaptive reuse, and buildings systems upgrades are acceptable and encouraged, particularly at E-wing.



Future Open Space, Landscape and Trees - p.46

- Recommend adding language to this paragraph to limit the “canyon effect” at any given property line. One approach may be to set allowable building frontage at setback to 25% of the total linear distance of any property line adjacent to a residential parcel. For example, say the eastmost property line is 1,000 linear feet in length. Only 250 linear feet of the total setback line may be immediately fronted by a building. Another approach may include prohibiting any building façade to be rectilinear with the property line. Another approach may include setting a solar-angle step-back requirement.

Appendix 3

**DAC Comments and Recommendations Concerning the
Preliminary Draft MIMP and Preliminary Draft EIS**

August 16, 2023
Holly Godard/ John Shaw
Seattle Department of Construction & Inspection
700 Fifth Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Via e-mail: holly.godard@seattle.gov; John.Shaw@seattle.gov

Re: **UWMC – Northwest Committee Comments on Preliminary Draft MIMP and Preliminary DEIS**

Dear Ms. Godard and Mr. Shaw,

The UWMC Northwest Major Institutions Master Plan (MIMP) Development Advisory Committee (DAC) is charged with advising the City and UWMC Northwest concerning the development of the new UWMC Northwest MIMP. The DAC had the opportunity to review presentations on Preliminary Draft MIMP and Preliminary Draft EIS for UWMC Northwest Hospital.

The DAC looked carefully at what the proposed expansion would look like and how UWMC Northwest's proposed alternatives would impact the neighborhood and the range of people who live, work, go to school, or play in the area. We believe it is our role to balance the growth of the University with the long term needs of the community. To that end we offer this Preliminary Draft comment letter for your consideration.

The methodology used to prepare these comments included creating targeted subcommittees to review each subject matter and provide a summary and proposed comments for review and discussion with the whole committee. The designated subcommittees were as follows:

- Traffic, Parking, Access and Circulation- Karoline, Susan
- Landscape, Open spaces and Tree Preservation, Aesthetics, Stormwater management - Andy, Kippy
- Views, Shadows, Air quality, Noise and Utilities: Infrastructure - Carol, Keith, Kevin
- Land Use: Height, bulk and scale, setbacks- Scott, Joan and Shawn

These comments and discussion were then summarized by Karoline and Kippy with additional input from subcommittee members as appropriate.

For the Committee,
Scott Sheehan and Andy Mitton,
Committee Co-chairs

Opening Statement and Summary

UWMC Northwest campus is an asset to the Haller Lake and Northgate community. All DAC members feel it is an honor to be part of this committee and grateful that we have been given the opportunity to provide our comments on the UWMC - NW preliminary draft MIMP and EIS. We all understand that UWMC - NW needs to grow and update many of its facilities. We represent the community surrounding the hospital and our goal is a successful outcome for positive change for both the hospital and the community. Because there are many seniors, adults, and young families that live near the campus and walk/run/ bike and commuters passing through or near the campus. We ask that they are all considered in the proposed campus design and also considered in minimizing the associated construction, noise and pollution impacts.

We have a very friendly, active community that will help make this campus wonderful if you design it to welcome and integrate them. The hospital has been a great neighbor since inception, and it is in the best interest of everyone to continue to do so. The recommend revisions that we have identified as having the strongest impact on the community can be summarized as follows:

- Prohibiting a new vehicular access point from N 120th Street while maintaining the existing locked access gate for emergency egress, short term construction and deliveries that cannot go under the pedestrian bridge on campus
- Locating the tallest structures only near the central or southern areas of the property
- Allowing parking garages in the SE and SW corners of the property
- Increasing the setbacks abutting residential parcels
- Restricting building height near residential property lines
- Maintaining trees and vegetation on the property now, during and after the development

Traffic, Parking, Access, and Circulation

General Intent & Recommendations

Primary concerns regarding traffic, parking, access and circulation include allowing vehicular access only via N 115th Street; maintaining sufficient distance between the loop road and adjacent residences; and siting parking structures in appropriate locations.

Specific Comments regarding Preliminary Draft MIMP

Section III - Development Program

Existing & Proposed Physical Development – p.31

- We recommend that this section acknowledge that N 120th St ONLY connects back to Meridian to the east. Traveling North on Ashworth does NOT link to any other arterials, it enters a residential labyrinth back to 122nd / Densmore that circumnavigates Haller Lake before connecting to N 125th St or 1st Ave.

Campus Circulation, Parking & Wayfinding – p.47

- We recommend that this section acknowledge anecdotal evidence of overflow parking onto adjacent residential streets, either due to limited availability of on-site parking or parking fees discouraging use.
- We recommend that this section acknowledge that Medical Center Use / Occupancy is not subject to the same user-group decision-making processes as other Uses / Occupancies For example, an office worker is more likely to consider public transportation or carpooling opportunities when parking is limited at their place of business, but Medical Center user-groups are limited by the following factors:
 - Staff must arrive on-time to staggered shifts, often in misalignment with frequency / availability of public transit OR not allowing ride-share for people who live near each other.
 - Patients are often not repeat users who can test various access methods to make a conscious choice of their commute methods. Also, patients presumably have a higher tendency towards mobility issues than the general public, making public transit less desirable and bicycle/walking unfeasible. Furthermore, arriving for any medical treatment or diagnosis is a stressful event that triggers selection of one's default transportation mode (typically single-occupant vehicle) for emotional safety.
 - Visitors are more infrequent than patients so are also unlikely to carefully consider their transportation choices.
- We recommend adjusting Fig 3.20 “Proposed Circulation Diagram” as follows:
 - Add note to loop road along west property line adjacent to residential parcels to indicate “Restricted to Fire Lane Only.”

- Remove option for Potential 3rd Access at N 120th St. Recommend the two “Potential Garage Locations” in the SE and SW corners of the site be noted as “Preferred Garage Locations.”
- Revise the text at two “Potential Garage Locations” in the SE and SW corners of the site be noted as “Preferred Garage Locations” but clearly indicate that garage entry/exit will not require a new curb-cut at N 115th Street. Trees in this area should be protected.
- Revise the text in the NE corner to read “Potential Development” without noting this a potential garage location.

Section V – Parking

Parking (p.70)

- Recommend parking supply need to be calibrated and in tandem with increased capacity.

Section VI - Development Standards

Bicycle Parking - p.79

- Recommend that the language "should" be changed to "shall" in this section.
- Recommend referencing SMC 23.54.015.K for minimum bicycle parking requirements.

Loading Docks - p.83

- Recommend changing section title to "Loading Docks & Loading Zones."
- Recommend adding language to clarify that this section does NOT apply to patient/staff drop-off or ride-share zones.
- Recommend adding language to require visual & noise screening from adjacent property lines, as close to the loading areas as possible.

Parking & Vehicular Circulation - p.84

- Recommend that the language "should" be changed to "shall" in this section.
- Recommend referencing SMC 23.54.015, Table C for Institution Parking Minimums AND note that precedence has been set for increasing maximum allowable parking spaces in the Northgate Overlay District to accommodate overflow during peak hours.
- Recommend raising allowable maximum and mandatory minimum number of parking stalls to prevent overflow into adjacent residential zone.
- Recommend noting that all vehicular traffic (except emergency fire lane) must be inboard of the property setbacks, particularly in the northeast corner adjacent to Stendall Place.

Pedestrian Circulation - p.85

- No comment

- We recommend that a 3rd entrance be on N. 115th St. and that the N. 120th St entrance be removed from the MIMP as an option. If the North Entrance to N 120th St will continue to be a required option due to UWMC functional requirements, the following minimum improvements will be required:
 - Improvements to entire vehicular path of travel from north to connect to Aurora Ave N and N 130th St at 1st Avenue, including ROW improvements to sidewalks, gutters, street trees, landscape buffers, signaled crossings, bike lanes, etc. should the N 120th St entrance be required by the UWMC-NW for continued operations. These would be of particular importance considering increased pedestrian & bike traffic to/from the lightrail stations at 130th.

Specific Comments regarding Preliminary Draft EIS

Section 3.6 Transportation

3.6-2 Trip Generation

- Recommend clarifying if traffic counts include only entries/departures to/from campus boundaries, or include adjacent street parking

3.6-4 Street System

- Recommend clarification - Identifies N 120th St as a non-arterial. How does an additional entrance point here support the stated goal of "reduce neighborhood impact"?

3.6-5 Traffic Volumes

- Recommend studying intersections that did not include baseline LOS for other intersections that would presumably be impacted by a N 120th St entrance, namely:
 - Meridian Ave N @ N 122nd St
 - Densmore Ave N @ N 122nd St
 - Densmore Ave N @ N 125th St
 - Corliss Ave N @ 1st Ave N
- Note: Study of these intersections likely not required if vehicular access from N 120th St is removed from proposed MIMP

3.6-17 Transit

- No changes are proposed, but recommend a shuttle and/or bus route to the light-rail stations to be considered to encourage ridership & reduce single-occupant vehicle trips

Landscape, Open spaces and Tree Preservation, Aesthetics, Stormwater management

General Intent & Recommendations

We recommend that UWMC NW articulate a campus wide design concept of creating a medical center within a “healing with nature” environment. This concept would include the below intent statements and recommendations of this section to direct performance outcomes that create healthy natural systems with state-of-the-art water management and urban forestry management. Using the trees throughout the campus as healing living art, the flowing pathways from building to building and open space to open space would be beautiful, restorative, and rejuvenating for patients, visitors and staff. Some ideas for open spaces using the concept of “healing with nature” would be an herb, medicinal and /or flower garden, some water elements, a large brass bowl or gong for toning, a reflexology stone walking area, a sun dial, and a wind chime wall. All of these pathways and open spaces would link with the nature walking path which runs around the perimeter of the property. Chief Luther Standing Bear in T.C. McLuhan’s Touch the Earth “It was good for the skin to touch the Earth and the old people liked to remove their moccasins and walk with bare feet and the sacred Earth... the soil was soothing, strengthening, cleansing and healing.”

INTENT Statements:

- The intent around landscaping could include more clarification about planting drought tolerant plants that are adaptive to climate change and that are designed to last sustainably.
- The intent around open spaces is good.
- The intent around tree preservation is limited. Please highly value your mature/ exceptional trees, replacing them takes time we don’t have! Water scarcity is a problem in our country (and the world) and old established trees are the only way to feed deep water systems that are so important for our survival.
- The intent around Aesthetics is good and we have some comments below associated with architectural guidance and screening.
- The intent around stormwater management on the property could be more resourceful based. Finding ways to create designs that absorb and hold water on the property in a managed landscape (Green low impact development techniques). Due to tree removal on the property and global warming impacts, good water retention management is/ will be invaluable for the properties landscape, open spaces, and tree preservation. Combining landscape and stormwater for dual benefits is a win/ win.
- The intent around sustainability is ok. For landscape, consider other environmental certification processes, such as Living Building Challenge or SITES.
- The intent to keep the existing Greenbelt on the East and West Property lines is good. It shall be maintained & kept as a Greenbelt during future developments.

RECOMMENDATIONS:

We recommend that the information in the above comments be added somewhere within the intent of the MIMP:

- We recommend UWMC NW manage a tree replacement policy that meets sustainable tree canopy coverage on the campus that is resilient to climate change. Ensuring new tree plantings are done responsibly, varying the species and varieties of trees to avoid monocultures, and spacing trees for long term health and sustained success. This should be coordinated with the Urban Forestry Management Plan.
- We recommend for mature/ exceptional/ old growth tree preservation that there is no new site development (ie. roads, parking lots...) in all setbacks around the perimeter of the property where existing mature/ exceptional/ old growth trees stand/grow.
- We recommend encouraging mature, exceptional and old growth tree preservation whenever possible during this MIMP development. And if ground disturbance is required that removes significant tree roots and reduces available water, that it be required to have stormwater diverted to supply natural water to the tree. Supplemental irrigation can also be considered.
- We recommend removing existing landscape cloth or fabric (and avoid using cloth in the future) anywhere on campus as part of new landscape development in order to increase soil health, water absorption and tree preservation.
- We recommend if lower roofs are visible from upper floors, incorporate green roofs or terraces as a means to mitigate visual impacts, and enhance the aesthetics of the healing nature concept.
- We recommend noting that setbacks should be vegetated to provide maximum buffer at residential property lines.
- We recommend creating a nature walking path that is a partially woodchipped (or other pervious surface) trail and a partially paved path that loops the perimeter setback area of the property. The paved path areas would link with other paved loops within the campus at the woodchipped areas. This way there would both be a part of the path that would be connecting to the earth for those that choose and a paved connection for those unable to use the woodchipped paths. This accessible path will wind within the mature/ exceptional /old growth trees and be complemented and supported by native shrubs and ground covers. This will strongly support the full campus concept of HEALING IN THE FOREST with a true forest-like perimeter.
 - Benefits patients, staff, local community, and the environment
 - Supports existing trees to stay healthy.
 - Support to stormwater management
 - Supports pollinators.
 - Great demonstration of sustainable development
- We recommend that a high carbon sequestering/ long living tree (such as oak, tulip poplar, silver maple, horse chestnut, Douglas Fir, American sweetgum, pines, blue spruce) is planted

on the property for every three exceptional trees removed (noting that only poor condition exceptional trees may be removed):

- to be planted in different areas around the property (not side by side for long term health)
 - to support needed carbon sequestering
 - to help to improved stormwater runoff.
 - to help improve deep water charging lost with old tree removal.
 - helping to lower global warming impacts on the property and in the community.
- We recommend all other trees removed from the property (due to poor health) follow the Urban Forestry Management guidelines for tree replacement.
- We recommend for architectural guidance a stronger consideration for how modulation to the building massing could limit impacts to adjacent neighbors, in particular Stendall Place. Consider providing more specific dimensions for the length of a side facade before a recess, or other building setbacks may be required to allow more light to adjacent developments. Consider how window placement on side facades can maintain the privacy of dwelling units by minimizing placement of windows where they directly align with neighbors' windows within 20 or 30 feet of the side property line. We like the example given in the meeting about clerestory windows, or translucent windows, but could not find reference to this in the MIMP.
- We recommend changing the wording in the screening section that noise producing equipment be screened with walls or other sound absorbing built elements that support vegetation or planted green screens, etc. (vegetation alone will not mitigate noise impacts). Acoustical mitigation can be through screening or choice and location of equipment.
- We recommend adding a section in screening that addresses how fencing, landscaping, or other techniques to buffer dwelling units along a side lot line should be scaled appropriately to provide privacy and allow light and air circulation.
- We recommend considerations for permeable pavements as part of a kit of parts that could be used in different applications on campus as applicable.
- We recommend that there is an intent about designing stormwater management to be an asset that is used in the landscape and open spaces whenever possible before going to the retention tanks or catch basin filtration. We feel these gray infrastructure techniques should be a last resort only when needed (or as a supplement to green infrastructure).

Specific Comments regarding Preliminary Draft MIMP

Section III - Development Program

Open Space, Landscape and Trees - p.43

- Paragraph a. - Revise the terminology from “several” mature trees to “many” mature trees.

Section V – Design Guidance

Infrastructure - p.72

- Stormwater – Revise to include the following “accommodating on-site mitigation when necessary to embrace a holistic, naturalized landscape character while preserving accessible open spaces”. Incorporate language that requires the use of surface stormwater management tools such as: rain gardens, bioswales, wood chips to improve soil condition for rainwater absorption and retention, and similar that could be integrated with accessible open spaces.

Specific Comments regarding Preliminary Draft EIS

Section 3.7 Utilities

3.7-7 Onsite Stormwater Management

- Revise “BMP’s are not implemented due to concerns of infiltrated stormwater percolating...” to, “BMP’s be tested at each building site and implemented where possible with all surface stormwater management tools, such as rain gardens, bioswales, and woodchips or other strategies to improve soil condition for rainwater absorption and retention.”

Views, Shadows, Air Quality, Noise, and Utility Infrastructure

General Intent & Recommendations

Primary concerns regarding views, shadows, air quality, noise and utility infrastructure include protecting the privacy of adjacent residents; minimizing visual impact of new structures on the surrounding neighborhoods; protecting adjacent residences from air-borne pollutants and noise, particularly as associated with the central utility plant and preserving access to sunlight.

It is necessary that the MIMP more clearly identifies what the central utility plant would consist of, how it would operate, when it would operate, and where it would be located. Until that information (or proposed specific restrictions are provided), the DAC cannot sufficiently review and provide recommendations. Some examples of the information required includes the following:

- We require clarification within the MIMP to reconcile inconsistent language that describes a single CUP in some sections, while other sections refer to the possibility of multiple CUP(s).
- We require that projected emissions information and noise level of the CUP be presented in the MIMP and analyzed in the EIS. During meeting 4 with the DAC, it was represented that there would be a study on the CUP: "Study will be conducted to understand air quality impact. Emissions and air quality will depend on generator size, emission system and prevailing winds across the site." No study has been provided to the DAC.
- We require more information about proposed noise reducing measures and visual screening of all equipment within the CUP yard, including HVAC equipment, generators and associated fuel tanks, and all associated housing, mufflers, piping, ducts, conduit, transformers, electrical panels/load banks, etc.. The exhaust of the Emergency Generators shall be directed in a vertical direction versus a horizontal direction. The fuel tanks must be double-walled construction and set within containment sufficient for 100% fuel capacity.
- With the certain types of energy supplied from the CUP to the other Buildings on Campus, it is recommended that these energy sources be run through a means of underground utilidor that could also be part of delivery logistics from one main loading dock area.

We also require more information regarding projected upgrades of existing municipal utilities including, but not limited to commercial power, fiber/comm, natural gas, domestic water, sanitary sewer and storm sewer. Nothing was mentioned concerning the existing City utilities in the street to whether or not if these needed to be upgraded with the upgrades and new developments that the hospital wants to do, this could be projected as a square foot impact.

RECOMMENDATIONS:

- We recommend that the future structures that are adjacent to the residential properties have window treatments that block the line of vision from the residential properties, the upper sections of glass can be vision panes but the lower sections to obscure the view of the neighboring properties shall be opaque as to let light in but burrs the vision.

- We recommend that each proposed project will require a future utility projection be provided, but contingent on individual developments. Some sort of demand calculations had to have been projected. These projections would be handy to know for future impacts.
- We recommend that electrical power be mentioned in the utility section regarding increased power demand with upgraded central plant and additional medical facilities.
- We recommend that there is communications/data connection mentioned for upgrades on security.
- We recommend that WAGD (Waste Anesthetic Gas Disposal) plans, goals, requirements be in both the MIMP and EIS.
- We recommend that the loop road not run through any setbacks and ideally not run along the Stendall Place property border without a wider setback to buffer the neighbor from the increased noise, visual and air quality impacts.
- We recommend that loading docks and garbage removal noise is considered, and these activities are located interior and kept away from the perimeters of the property to protect the neighbors from noise-related impacts.
- We recommend that the noise of the construction activities be considered with measures such as limiting the use of higher noise equipment, ensuring properly sized mufflers and other silencers and limiting the hours of construction be implemented.
- We recommended that a central loading area would be preferred to allow noisy activities to be centralized and dealt with altogether. A minimum of 9 loading areas (berths) seems to be excessive (pg. 83 Development Standards for Loading docks).
- Deliveries should be planned for off hours and not peak hours of the hospital services.
- We recommended that the delivery travel path be consolidated with the travel path to and from the Central Utility Plant (CUP). This travel path would be easily isolated/designated for these deliveries of unloading and loading to be separated from the general traffic/pedestrian travel patterns.
- We recommend clarification medical gas storage tanks and proposed locations either large tanks at the central utility plant and/or smaller /individual tanks storage.
- We require more clarification about the Loading Berth Analysis as follows:
 - It seems that at the existing 18% daily use for 8 loading dock areas are underutilized.
 - The minimum 9 loading berths seems an “assumed “or based on existing amount provided that specific development has yet to be identified.
 - Based on the calculation that one additional loading dock for a total of 9 would equal a 33% utilization.
 - Please provide some further information on these Loading Docks/Loading Zones and Loading Berths.
- We recommend for the added trees to be planted in the “planter strip” or behind the curbs along 115th Street to flourish and remain healthy, that the overhead elevated public utilities be placed underground. The overhead power and communications lines will impede the growth of

these trees and as these trees become more mature, they will assist in having utility outages and weather-related events.

- We recommend that the utility overhead lines running along Northside of N 115th St. be placed underground for security and as to not interfere with the new tree planting along the planter strip on 115th.

Specific Comments regarding Preliminary Draft EIS

- We recommend that the EIS include a viewpoint from within adjacent neighborhoods including Stendall Place. The depictions in the figures are misleading by allowing the background to fade through the 175' building envelope. This creates the false impression that view impacts will not be as bad as they could be if project were actually developed in the proposed envelope. The viewpoint figures should be adjusted so the 175' building envelope is a solid color.
- The EIS does not assess how interior lighting in buildings rising above the tree line will impact surrounding neighborhoods. It also does not assess how night traffic on the proposed loop road will impact adjoining neighborhoods.
- The shadow assessment should be based on full building envelopes unless the proponents want to restrict building locations to those areas identified in the shadow assessment. The figures provided are based upon building designs that the proponent has not committed to. It is also not clear what the heights of the buildings in the shadow analysis are and whether they reflect 175' tall buildings where they are permitted. For example, figure 3.4-18 appears based on a conceptual plan presented during the DAC meeting that identifies the center building height as 173' but the northwestern most buildings at 48'. The figures should identify the building and heights being assessed. The shadow analysis as prepared does not adequately assess impacts of a 175' building on the edge of the zone that could be developed under the alternatives as they have been proposed.

Land Use, Height, Bulk, Scale and Setbacks

General Intent & Recommendations

- Primary concerns regarding land use, height, bulk, scale and setbacks include reducing the visual impact of the buildings on the surrounding neighborhood. We cannot recommend either of the proposed alternates included in the preliminary draft MIMP because neither sufficiently protects the privacy, scale, or character of the adjacent parcels. We believe the following parameters will provide enough opportunity and flexibility for UWMC to expand as described.
- We highly recommend a significant amount of focus on architectural design for perimeter structures. Function will likely be a primary driver, yet special attention to form, aesthetics and design should help to find a middle ground for both the needs of UWMC Northwest and the needs of adjacent neighbors and surrounding community.
- We recommend creative thinking in appearance, possible variable height construction, and thoughtful consideration of tree canopies, greenery and vegetation are all ways to mitigate visual impact. Function will likely be a primary driver when the actual building design takes place, yet special attention to form and aesthetics should likely help find a middle ground for both the needs of UWMC Northwest, the adjacent neighbors and surrounding community.
- The intent around sight lines, exterior lighting, window positioning and placement in order to maintain a sense of privacy is important.
- We recommend that taller buildings be concentrated in the core of campus adjacent to and south of A-wing with lower height buildings be in closer proximity to the adjacent residential communities.
- We recommend that the childcare facility could be located in the northwest corner as well. This would be a low traffic area creating a safe environment for children.
- We recommend the north parking lot by E wing might be a good location for the CUP as it is limited in height.

Specific Comments regarding Preliminary Draft MIMP

Section III - Development Program

Future MIO Height Districts - p.37-42

- Figure 3.7 / 3.12 - We recommend the following changes to the setbacks (see diagram below):
 - 75' on the north half of the west Property Line (adjacent to residential parcels)
 - 20' on the south half of the west Property Line (adjacent to cemetery)
 - 50' on north and east Property Lines
 - 20' on the south Property Line
 - Note: Setbacks may include drive-aisles, parking, etc. as long as the existing vegetation remains intact (including trees to the drip line and root structure), except along the west Property Line within the 75'-setback zone. At that location, vehicular traffic must be limited to Fire Lane Only, no other personal or commercial vehicles.
- Figure 3.8 / 3.13 - We recommend changes to the height limits (see diagram below):

- Reduce 175' height district to central/south area of campus.
- Provide conditioned limits adjacent to residential parcels.
- Note: Existing structures within the revised districts may be considered legal nonconforming (“grandfathered”) conditions that may remain in perpetuity as long as no significant building additions or modifications are constructed. Regular maintenance, adaptive reuse, and buildings systems upgrades are acceptable and encouraged, particularly at E-wing.



Future Open Space, Landscape and Trees - p.46

- Recommend adding language to this paragraph to limit the “canyon effect” at any given property line. One approach may be to set allowable building frontage at setback to 25% of the total linear distance of any property line adjacent to a residential parcel. For example, say the eastmost property line is 1,000 linear feet in length. Only 250 linear feet of the total setback line may be immediately fronted by a building. Another approach may include prohibiting any building façade to be rectilinear with the property line. Another approach may include setting a solar-angle step-back requirement.

Appendix 4

DAC Comments and Recommendations Concerning the Concept Plan

May 24, 2023
Holly Godard/ John Shaw
Seattle Department of Construction & Inspection
700 Fifth Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Via e-mail: holly.godard@seattle.gov; John.Shaw@seattle.gov
Re: UWMC – **Northwest Committee Comments on Concept Plan**

Dear Ms. Godard and Mr. Shaw,

The UWMC Northwest Major Institutions Master Plan (MIMP) Development Advisory Committee (DAC) is charged with advising the City and UWMC Northwest concerning the development of the new UWMC Northwest MIMP. The DAC had the opportunity to review a presentation on the Concept Plan for UWMC Northwest MIMP.

The DAC looked carefully at what the proposed expansion would look like and how UWMC Northwest's concept plan would impact the neighborhood and the range of people who live, work, go to school, or play in the area. We believe it is our role to balance the growth of the University with the long term needs of the community. To that end we offer this concept comment letter for your consideration.

For the Committee,
Scott Sheehan and Andy Mitton,
Committee Co-chairs
UWMC DAC comments

In reviewing the Major Institution Master Plan update concept plan, the DAC has the following discussion points and concerns they would like to see addressed throughout the process...

Proposed Campus uses

It is understood, one of the primary changes related to possible campus changes will be the addition of a central utility plant that is essential to the daily function of the Medical Center. There will be no changes to the MIO boundary of the campus beyond the current 33-acre site. The facility needs to expand to accommodate future needs of a growing population from 738,000 up to 1.6 million GSF over the course of the next 20 years to continue offering the same level of service it does today.

Committee discussion:

- Inevitable that the central utility plant will get much larger to achieve the desired square footage. Would like to learn more about potential noise, general operation, and how the utility plant will integrate into the campus.

General comments about Proposed Height Limits & Setbacks

Neighbors are concerned about the scale of future buildings that may overlook homes and yards. Residents of Stendall Place in particular, the property to the west of UWMC campus is concerned that privacy and shade are in jeopardy if building heights dominate views to the east.

A 65' building will block morning light to residents on the eastern boundary of the Stendall Place community. It will also cause a loss of privacy as this is well above our fence line and affect night lighting as the building along the eastern side have bedrooms directly facing the hospital.

Since our homes and backyards abut the area of proposed construction of new buildings and internal vehicular circulation routes, we are very concerned for our privacy, peace and quiet and property values. Height limits and setbacks along our property are of prime importance to us.

A general feeling expressed that a setback is may not be needed on the west side of the property by cemetery, the DAC would like to see how this could possibly help with possible building massing as part of the planning work.

Alternative 1: Zoning, Proposed Height Limits / Height Transition

Alternate 1 looks to increase building height limits from a maximum of 105' under the current MIMP up to 175' in alternative A. The buildings are proposed to step down to 65' at the east and west edges near residential properties.

Committee discussion:

- Height Transition: The height transition in this proposal takes into account good considerations for existing neighbors to the east and west. There is a concern for neighbors to the north, where buildings could be too high adjacent to existing homes and would impact large mature trees.
- One building at 175' seems tall but doable. Many buildings at 175' seems overwhelming. Up to 1.6 million GSF does not define how many large buildings can be built up. It would be good to understand how the massing of the proposed buildings could be implemented on the site.
- Concern expressed that very tall buildings will be out of scale with the neighborhood and create issues with sunlight, shadows, shade, etc. Would it be better to have 6 or 7 story buildings or 1 or 2 very tall ones?
- Height Transition: Best to keep height in the center of campus and away from edges, especially to the north and west. South side would be better place to have more height as there are no living neighbors to be affected.

Alternative 1: Proposed setbacks

The proposed setbacks are 30' to the north and south, 40' to the east and west.

Committee discussion:

- Height limits and setbacks along our property are of prime importance to us for various concerns. We'd like to better understand what the impacts are.
- It would be good to study the northern setback further to understand the impact to existing trees, and the buffer to the homes to the north for light and shade impacts.
- We would like to see a comparison showing the setback on 120th to be greater than 115th. They are very different types of roads.

- Would like to better understand if site circulation routes will occur within the setback.

Alternative 2: Zoning, Proposed Height Limits / Height Transition

Alternate 2 looks to increase building height limits from a maximum of 105' under the current MIMP up to 175' in alternative B. The buildings are proposed to step down to 65' for the majority of the north, east and west edges near residential properties. The one exception is at the existing parking garage structure, where the heights would step down to 105'.

Committee discussion:

- The height transition in this proposal appears to have more consideration for existing neighbors to the north, east and west. Concerns for neighbors to the north, where buildings could be too high adjacent to existing homes, may impact large mature trees and cast large shadows. It would be good to see further studies to better understand impacts.
- One building at 175' seems tall but doable. Many buildings at 175' seems overwhelming. Up to 1.6 million GSF does not define how many large buildings can be built up.

Alternative 2: Proposed Setbacks

The proposed setbacks are 20' to the north and south, 30' to the east and west.

Committee discussion:

- It would be good to study the northern setback further to understand the impact to existing trees, and the buffer to the homes to the north for light and shade impacts.
- The setback on 120th should be considered to be greater than 115th. They are very different types of roads. There is a concern that 20ft would not protect the mature trees in the green buffer zone. I think protecting this part of the landscape is important.

Transportation: Proposed Access

There are two potential 3rd access points that are being studied in the proposed planning effort. The addition of a second public entrance along N115th Street, could provide better access to the campus. The proposed 3rd access point off N120th Street to the campus could create congestion in the neighborhood where there are currently limited impacts.

Committee discussion:

- Stendall Place residents are very opposed to access from 120th. This is a very quiet residential street that leads to a dead end neighborhood of single family homes. Pedestrians use this street frequently to access bus stops, elementary and secondary schools. We are concerned about safety with the proximity to a new entrance on 120th to the entrance of Stendall Place. Since the proposed additional parking garages are on the south side of the campus, it makes more sense to limit incoming traffic to 115th.
- Concerns about access on 120th. Because 120th is part of a closed loop community (5 dead ends and the horseshoe), it would be a great loss to the many who live, walk and bike commute on these roads.
- Public entrances should only be off N 115th. No entrance on 120th.

Transportation: Proposed Circulation

Summary of proposal

Committee Discussion:

- The creation of a loop road makes a lot of sense. To reduce road noise, pollution and other disruptions, Stendall Place residents would prefer that the route NOT be placed along the property line. A loop that goes straight north from the east side of the current garage would be a better choice.
- Loop road is a definite concern for our community. It will abut our eastern fence affecting air quality, road noise, pedestrian traffic (privacy), and night lighting. Our current 6' fence will not be a sufficient barrier and trees that are currently on hospital side and Stendall side do not provide a buffer.
- The proposed circulation, coupled with the proposed 3rd access point along N 120th Street, has the ability to simplify Metro route 345 through the campus. The current route is circuitous and does not adequately accommodate a city bus, causing delays when the bus gets stuck due to parked vehicles.

Transportation: Proposed Parking Garage or Surface Lots

Summary of proposal

Committee discussion:

- There is interest in defining where any additional garages would be located.
- Concerns would be traffic noise pollution, air pollution, 24 hour lighting, please don't situate them anywhere near our property.
- Proposed parking or surface lots make sense with access from N115th Street.
- More garages / parking is understood. There is overall interest in placement and understanding the potential of underground parking.

- **Infrastructure: Central Utility Plant**

Summary of proposal

Committee discussion:

- The group would like to learn more about the central utility plant, and how noise will be abated. The location should be studied with neighbors to ensure limited impacts from noise, smell, light and glare.
- Consideration for location of the Central Utility Plant to not boarder any of the edges of the property for pollution and sound impacts. Should be in center of campus if possible.
- Concern would be 24 hr. noise pollution and air quality of any emissions coming from the plant.

General Comments:

Change is never easy. Your neighbors at Stendall Place appreciate that you are willing to consider our issues and concerns. Not only are these our cherished homes and a community that we love, but represent a major investment for each of us. We look forward to working with you as this process evolves.

Along the west side of UWMC, there are many mature Scotch Pine trees that provide privacy and greenery to the neighborhood. Some of the trees are on Stendall Place property and some are on UWMC property. In the past several years, these trees have been stressed by various factors and have been vulnerable to various pests such as pine beetles. Several of these trees have died and have been removed. Stendall Place has been treating our trees to keep them healthy and we are concerned about the trees on UWMC side. There is also invasive ivy at the base of the trees on the UWMC side. These trees are a valuable resource and need to be protected, now and when future changes occur.

Stendall Place will be affected, potentially more than other properties that the hospital grounds connect to. Stendall is a quiet neighborhood and most of the residents are seniors. A quiet environment is treasured here as in Haller Lake in general.

Exception is taken to the statement on Page 18 of the UW MEDICAL CENTER-NORTHWEST CONCEPT PLAN where it states “there is limited visibility between the campus and its neighbors..... Stendall Place. The visibility along our eastern fence line is quite open and people frequently look over the fence.

The DAC is interested to learn how stormwater will be mitigated, and how it could become an asset to enhance the landscape that supports the daily function of the medical center. There is an interest to see that sustainability and working with nature are considered in all steps of this development. Thank you.



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

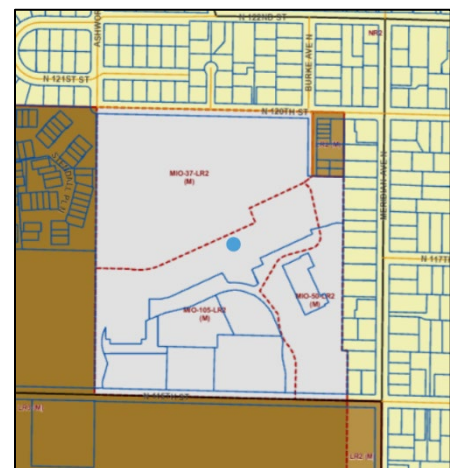
In accordance with SEPA (RCW 43.21C), a Determination of Significance (DS) was made under a prior action by University of Washington (3040282-LU).

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).

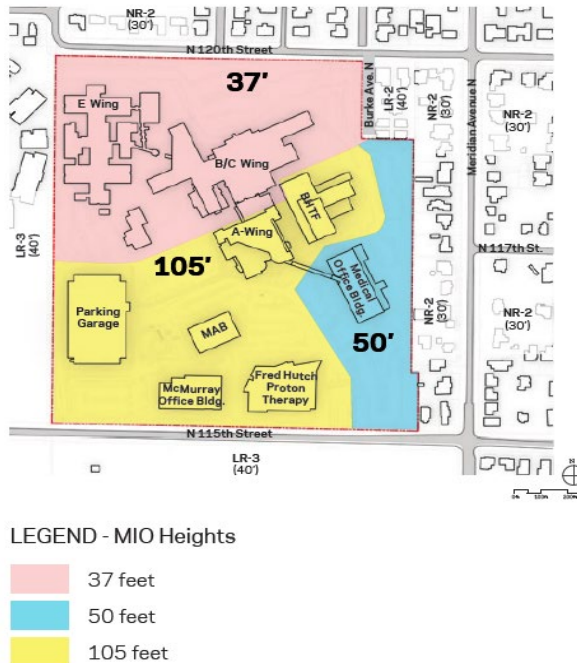


Figure 1. Existing MIO Boundaries and Heights

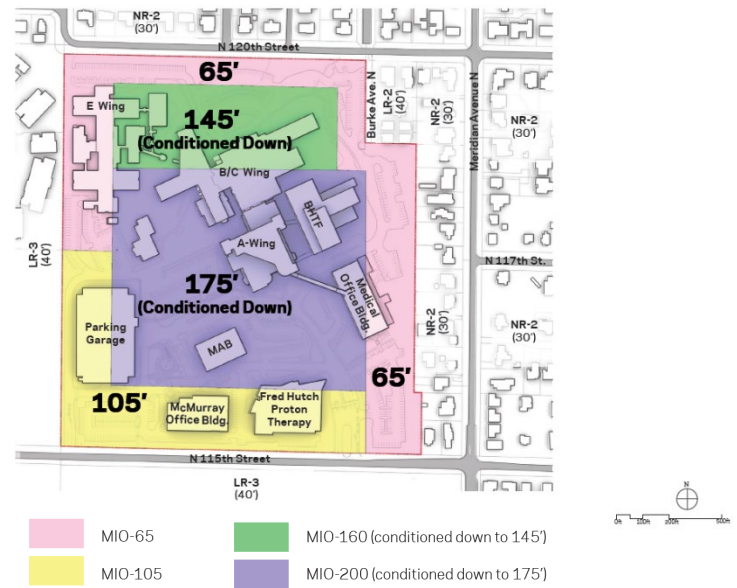


Figure 2. Proposed MIO Heights

Planned and potential projects would occur throughout the life of the 20-year Master Plan. Redevelopment of the UMMC – 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 UMMC – 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 UMMC – 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 UMMC – Northwest.

The existing parking supply is approximately 1,600 parking spaces. UMMC – 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

UMMC-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. PROCEDURAL 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 SDCl:

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.

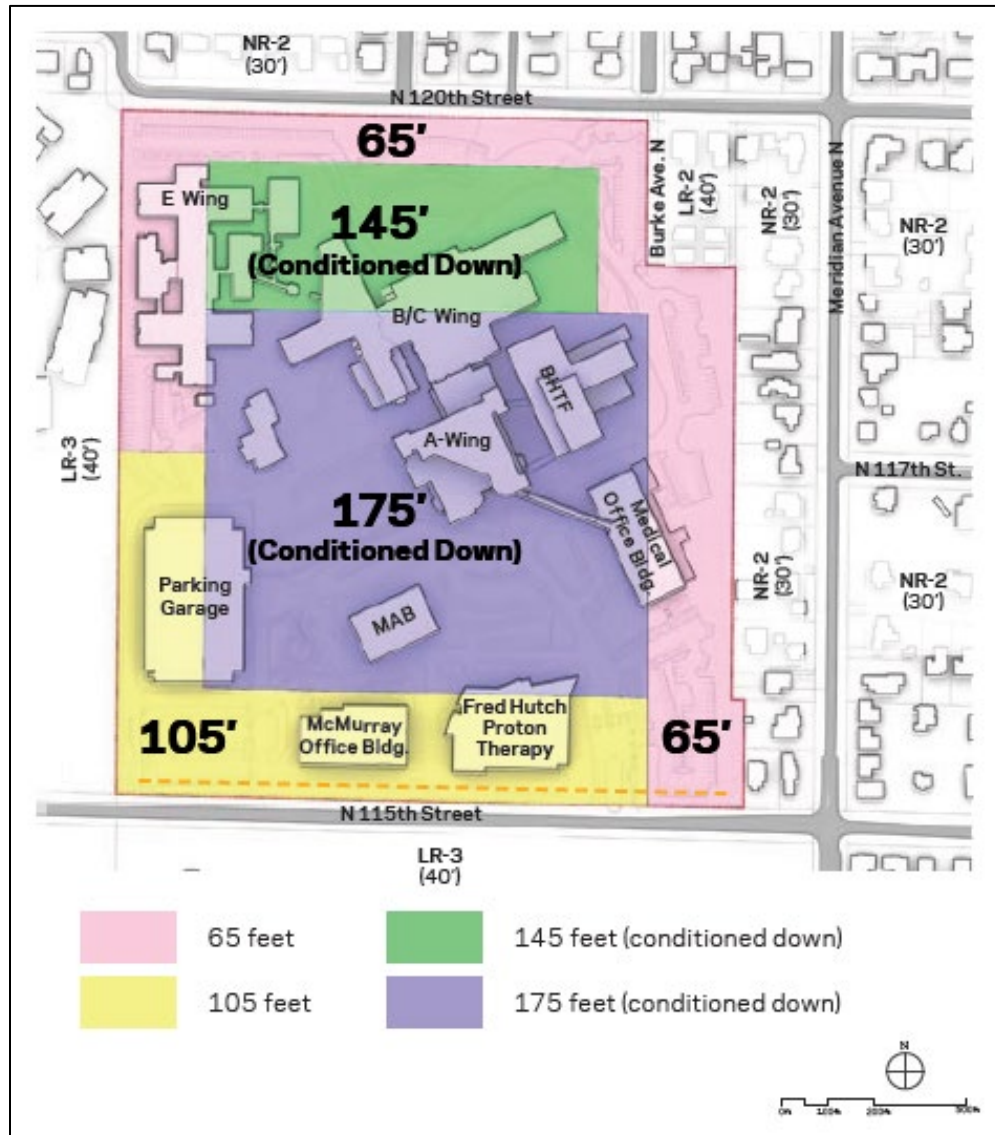


Figure 4. Proposed Major Institution Overlay Districts
(Conditioned heights are shown in parenthesis)

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 115th 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. SDCl 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 policies 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 signaling 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 bike 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 foot 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 UWMC 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 120th 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 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 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 and 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 handling 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 to 301,000 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 signaling 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 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.

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.

Crystal Torres, Land Use Planner
Seattle Department of Construction and Inspections

Date: September 3, 2024

3040282-LU Decision-Recommendation SEPA-MIO-REZONE

**EXHIBIT LIST
BEFORE THE HEARING EXAMINER
CITY OF SEATTLE**

<p>In the Matter of the Application of</p> <p>UNIVERSITY OF WASHINGTON MEDICAL CENTER - NW</p> <p>for approval of a Major Institution Master Plan</p>	<p>Hearing Examiner File: CF-314435</p> <p>Department's Project No.: 3035844-LU</p> <p>HEARING EXHIBIT LIST</p>
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Exhibit #	Offered By	Admitted?	Description
1	Department	Y	Final Major Institution Master Plan (MIMP)
2	Department	Y	Final Environmental Impact Statement
3	Department	Y	Draft Environmental Impact Statement
4	Department	Y	Concept Plan
5	Department	Y	Preliminary Draft MIMP
6	Department	Y	Draft MIMP
7	Department	Y	Development Advisory Committee Final Report and Recommendations
8	Department	Y	Notice of Application
9	Department	Y	Notice of DAC Meetings
10	Department	Y	Notice of availability of DEIS availability and public hearing
11	Department	Y	Notice of FEIS availability
12	Department	Y	SDCI Director's Analysis and Recommendation
13	Department	Y	Notice of the SDCI Director's Analysis and Recommendation and Public Hearing
14	Department	Y	Blakeslee Resume
15	Department	Y	Molly Wolf Resume
16	Department	Y	Rich Schipanski Resume

Examiner:	Ryan Vancil
Assistant:	Angela Oberhansly
Date:	October 28, 2024
HE Case #:	CF-314435
HE Case Name:	University of Washington Medical Center – NW MIMP

17	Department	Y	Mike Swenson Resume 2024
18	Department	Y	Applicant's PowerPoint Presentation
19	Department	Y	SEPA Scoping Notice
20	Department	Y	Department's PowerPoint Presentation
21	Department	Y	Resume of Crystal Torres
22	Department	Y	Resume of Kelsey Timmer
23	Department	Y	Resume of Ellie Smith
24	Department	Y	Resume of Dipti Garg

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**FINDINGS AND RECOMMENDATION
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE**

In the Matter of the Application of

CASE NUMBER:
CF-314435

**UNIVERSITY OF WASHINGTON
MEDICAL CENTER**

for approval of a Major Institution Master Plan

Introduction

The University of Washington Medical Center seeks City Council approval of an updated Major Institution Master Plan (“MIMP”) and rezones to increase the height of the Major Institution Overlay (“MIO”) for the UW Medical Center Northwest Hospital (“UWMC – Northwest”) campus. The public hearing on the application was held before the Hearing Examiner on October 28, 2024. Closing comments were provided by the parties on November 8, 2024. The Hearing Examiner conducted a site visit on November 22, 2024 and the hearing record closed on that date.

At the hearing, the Applicant was represented by Steve Gillespie, attorney-at-law; and the Director of the Seattle Department of Corrections and Inspections (“Director” or “Department”) was represented by Crystal Torres, Senior Land Use Planner.

For purposes of this decision, all section numbers refer to the Seattle Municipal Code (“SMC” or “Code”) unless otherwise indicated. Having considered the evidence in the record and visited the site, the Examiner enters the following findings of fact, conclusions and recommendation on the application.

Findings of Fact

Background

1. UW Medicine is a state-run regional health care system. The UW Medical Center operates as one hospital at two campuses: the subject site, UWMC – Northwest, and the UWMC Montlake (“UWMC – Montlake”) campus adjacent to the UW main campus. UW Medicine also operates King County’s Harborview Medical Center, the UW Medicine Out-Patient Medical Center, and a number of regional clinics. Hecker Testimony.

2. The UWMC – Northwest campus encompasses approximately 33 acres, bounded on the south by N 115th Street, on the north by N 120th Street, on the east by Burke Avenue N and a row of single-family housing fronting Meridian Avenue N, and on the west by a multifamily complex called Stendall Place and the Bikur Cholim Cemetery, which align with Ashworth Avenue N. Exhibit 1.

3. The UWMC – Northwest campus is mapped in the far northwestern corner of the Northgate Urban Center, approximately 1.2 miles from the Northgate transit hub. Exhibit 1.
4. The first hospital facilities at the site were constructed in 1960 by Northwest Hospital. Northwest Hospital obtained its current MIMP in 1991. Exhibit 1. The University of Washington acquired Northwest Hospital in 2009 and has since fully integrated it into the UW Medicine system. Hecker Testimony.
5. The UWMC – Northwest hospital provides full spectrum, community-based care in fields such as obstetrics, oncology, cardiology, surgery, spine, and behavioral health.
6. UWMC operates under a single hospital license that covers both campuses, totaling 910 beds. The acute-care, teaching hospital at UWMC – Northwest is licensed for 381 of those beds. Hecker Testimony.

Current Major Institution Master Plan

7. The current MIMP, adopted in 1991, created three MIO districts: MIO-105 in the center and southwestern portion of campus, MIO-50 to the east, and MIO-37 to the northwest. Exhibit 1 at 27 & Fig. 3.5. The underlying zoning is Lowrise 2 with an MHA suffix (“LR2(M)”), a designation that will not change with adoption of the proposed MIMP. Exhibit 1 at 19. LR2 zoning “[p]rovide[s] opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures” and “[a]ccommodate[s] redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density.” SMC 23.34.018.A.
8. The land west of the MIO is zoned Lowrise 3 with an MHA suffix (“LR3(M)”), with the southern half developed as a cemetery and the northern half in multifamily use. To the north the land is zoned Neighborhood Residential 2 and is largely in single-family use. To the northeast is a block of LR2(M) in multifamily use. To the east is more NR2 in single-family use. To the south more LR3(M), again in use as a cemetery. Exhibit 1 at 18-20 & Figs. 3.2 & 3.3.
9. The existing MIO includes ten buildings (exclusive of two land leased buildings at the south end of campus) with a total of approximately 738,000 gross square feet of floor area. Exhibit 1 Fig 2.2 & Table 3.2; Blakeslee Testimony.
10. The University of Washington owns all of the land within the MIO. Blakeslee Testimony. Although public rights-of-way form the boundary of the MIO on three sides, no public rights-of-way bisect the MIO. Exhibit 1 at 71.
11. The current MIMP required compliance with Code regarding parking stall counts but did not specify the number of stalls required. However, approximately 1,600 stalls currently exist within the MIO. Exhibit 1 at 9.

Procedural Background and Environmental Review

12. UWMC – Northwest submitted a Notice of Intent to Prepare a New Master Plan on September 27, 2022, and began work with the Department of Neighborhoods toward formation of a Development Advisory Committee (“DAC”). Blakeslee Testimony.
13. UWMC – Northwest submitted a Concept Plan to the Director on December 22, 2022. Exhibit 4.
14. The DAC held a total of sixteen meetings between April 29, 2023, and May July 1, 2024. Blakeslee Testimony. Public correspondence and comments received by the DAC are included with its Final Report. Exhibit 7.
15. As the SEPA lead agency for its Master Plan, the University was responsible for preparation of the Environmental Impact Statement (“EIS”) that evaluated the Plan’s environmental impacts, including alternative proposals. WAC 197-11-926; WAC 197-11-050; Amended 1998 Agreement, §II.A.1. The Draft EIS (“DEIS”) studied the “no action” alternative and two “action” alternatives (“Alternative 1” and “Alternative 2”) that would each add approximately 800,000 net square feet of floor area and a total floor area campuswide of 1.6 million square feet. *See* Exhibit 3.
16. The University published a SEPA determination of significance on March 27, 2023. Exhibit 19.
17. Public scoping of the environmental impact statement occurred from March 27 through April 27 of 2023 and included two public scoping “drop-in” sessions on April 1 and April 6, 2023. Schipanski Testimony. The University established the final scope in May of 2023. *Id.*; Exhibit 3 at 2-11.
18. UWMC – Northwest submitted a Preliminary Draft Master Plan to the Director on May 31, 2023. Exhibit 5.
19. The University published the draft MIMP and DEIS on September 5, 2023, and held a public comment period from September 5 until October 5, 2023. Exhibit 3; Exhibit 6. The University also held a Public Open House on September 21, 2023. Exhibit 2 at 2-12.
20. The University received 55 comment letters and heard testimony on the DEIS at the hearing. Schipanski Testimony. The public comments addressed issues common to each action alternative. In response, the University began study of a third alternative (“Alternative 3”) that addressed each action alternative. Schipanski Testimony.
21. Public comments communicated concern regarding the vehicular access on N 120th Street that was studied in Alternative 1 and 2. Schipanski Testimony. Alternative 3 eliminated the vehicular access. *See* Exhibit 2; Schipanski Testimony.

22. Alternative 3 studied the impacts of moving more of the mass of proposed and potential buildings to the south and center of campus, away from residential users bordering the MIO to the north and northwest. Schipanski Testimony; Exhibit 2.
23. Alternative 3 also increased setbacks compared to Alternatives 1 and 2, while lowering height limits compared to each. Schipanski Testimony; Exhibit 2.
24. UWMC – Northwest worked with its consultants and the DAC to draft Design Guidelines for projects proposed under the new MIMP. Wolf Testimony. The Design Guidelines are intended to help the Implementation Advisory Committee to review projects implementing the MIMP and to monitor construction and impacts. Wolf Testimony.
25. The FEIS includes all written comments on the DEIS and the University’s responses to the public testimony and written comments. *See* Exhibit 2 Ch. 4.
26. A Final Master Plan was submitted to the Director and the DAC in March of 2024, Exhibit 1.
27. The University published a notice of availability of the FEIS on March 1, 2024. Exhibit 11; Blakeslee Testimony.
28. The DEIS (Exhibit 3) and the FEIS (Exhibit 2) review the impacts to the affected environment in Section III of each document. Exhibit 3; Exhibit 2. The DEIS provides most of the substantive analysis and the FEIS updates the analysis in response to comments and also analyzes the impacts of Alternative 3. Schipanski Testimony.
29. The land use impacts of the proposed action are analyzed at DEIS pages 3.1-1 through 3.1-29 and FEIS pages 3-2 through 3-4. The FEIS includes an evaluation of the three alternatives’ relationship to the City’s plans, policies, and regulations. The plans, policies, and regulations include the City Comprehensive Plan’s major institution policies, the City of Seattle Land Use Code rezone criteria, and discussion of the Northgate neighborhood plan. The FEIS does not anticipate unavoidable significant adverse impacts to the land use element of the environment.
30. The air quality and greenhouse gas impacts of the proposed action are analyzed at DEIS pages 3.2-1 through 3.2-9 and FEIS page 3-5. The FEIS does not anticipate unavoidable significant adverse impacts to this element of the environment.
31. The environmental health impacts of the proposed action are analyzed at DEIS pages 3.3-1 through 3.3-7 and FEIS pages 3-6 through 3-7. The FEIS does not anticipate unavoidable significant adverse impacts to this element of the environment.
32. The aesthetics, light & glare and shadow impacts of the proposed action are analyzed at DEIS pages 3.4-1 through 3.4-39 and FEIS page 3-7 through 3-11. The DEIS acknowledges that the action alternatives would result in new buildings in the interior of campus being visible where none are now but noted that whether those changes are positive or negative is subjective. The FEIS acknowledges some adverse environmental impacts, but does not characterize them as

significant, and concludes that Alternative 3 would create fewer impacts than the other action alternatives.

33. The historic and cultural resources impacts of the proposed action are analyzed at DEIS pages 3.5-1 through 3.5-6 and FEIS page 3-11. The FEIS does not anticipate unavoidable significant adverse impacts to this element of the environment.

34. The transportation impacts of the proposed action are analyzed at DEIS pages 3.6-1 through 3.6-29 and FEIS pages 3-12 through 3-15 and include an analysis of peak hour levels of service at several intersections in the vicinity.

35. A majority of UWMC – Northwest employees live in northern King County and Snohomish County. Many of the front-line medical personnel work 12-hour shifts, 7:00-7:00. Swenson Testimony.

36. The single-occupancy vehicle (SOV) rate for employees as of the transportation studies that supported the EIS analysis was 75%. Swenson Testimony.

37. In 2040, performance at the all-way stop intersection of North 115th Street and Meridian Avenue North is projected to degrade from LOS D without the project to LOS F with the project. The FEIS anticipates that signalization would mitigate the impacts, and the Applicant agrees to fund a traffic signal should one become necessary. Testimony established that better SOV performance may avoid the impacts altogether. Operations at the intersection of 1st Avenue NE and NE 130th Street are projected to degrade from LOS D to LOS E with a seven-second increase in delay, but because potential mitigation measures would conflict with a Vision Zero safety corridor project on NE 130th Street, no mitigation to increase vehicular capacity is proposed. Swenson Testimony.

38. The impacts of the proposed action on water, sewer, and stormwater are reviewed at DEIS pages 3.7-1 through 3.7-10 and FEIS page 3-15. The DEIS notes that other utilities (electrical, telecommunications, solid waste) had no known constraints and were not studied. The FEIS anticipates that, if conditioned as recommended in the DEIS, the proposed action will produce no significant impacts to water, sewer, or stormwater.

39. The construction impacts of the proposed action are reviewed at DEIS pages 3.8-1 through 3.8-11 and FEIS pages 3-15 through 3-18. The DEIS and FEIS recommend several mitigation measures for common construction impacts, such as fugitive dust, equipment noise, unstable soils, and tree damage. As conditioned, the DEIS anticipates no significant construction impact. The FEIS updates the discussion of tree impacts to address the new Tree Preservation Ordinance that Council adopted after DEIS publication but does not alter the conclusion that no significant impacts are anticipated.

40. The final DAC report was issued on July 15, 2024, and recommended adoption of the MIMP with conditions. Exhibit 7.

41. Most of the DAC's recommendations were incorporated into the recommendations included in the final Director's Report. *Compare Exhibit 7 with Exhibit 12.*

42. In its prehearing brief and at hearing, UWMC – Northwest expressed agreement with the recommendation conditions included in the final Director’s Report with one clarification. However, at the hearing, the Parties represented that they had reached agreement on that clarification and later jointly presented modified conditions.

43. The Hearing Examiner received no public comment on the MIMP, either written or oral.

Proposed MIMP

44. The Code defines a "Major Institution" as “an institution providing medical or educational services to the community. A Major Institution, by nature of its function and size, dominates and has the potential to change the character of the surrounding area and/or create significant negative impacts on the area.” SMC 23.84A.025”M”.

45. Under the Code, a “master plan” is a conceptual plan for a Major institution that consists of a development program component; a development standards component; and a transportation management program. SMC 23.69.030.A. The MIMP includes all three components. Exhibit 1.

46. The Code requires that each major institution have a Major Institution Master Plan approved by the City Council, as provided in Chapter 23.69 SMC. SMC 23.69.002 states that the purpose of the chapter is to regulate major educational and medical institutions in order to:

- A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;
- 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;
- 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;
- D. Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones;
- E. Discourage the expansion of established major institution boundaries;
- 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;
- 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;
- 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;

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;

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;

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;

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; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth; and

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

47. The Code establishes a Major Institution Overlay (“MIO”) District to overlay each major institution and creates nine MIO designations and corresponding height limits to be used within an MIO District. SMC 23.09.004.

48. SMC 23.69.006.A applies the major institution chapter’s regulations to “all land located within the Major Institution Overlay District “unless specifically modified by this chapter or an adopted master plan.”

Institutional Needs

49. The campus is part of the UW Medicine system. The proposed MIMP recites that UW Medicine’s mission is to provide “an integrated clinical, research and learning health system with a single mission to improve the health of the public.” Exhibit 1.

50. The first hospital facilities at the site were constructed in 1960 by Northwest Hospital. Northwest Hospital obtained its current MIMP in 1991. Exhibit 1; Hecker Testimony.

51. The University of Washington acquired Northwest Hospital in 2009 and has since fully integrated it into the UW Medicine system. Hecker Testimony

52. The University of Washington Medical Center is regulated as one hospital with two campuses: the UWMC – Northwest campus at issue in this matter, and the UWMC – Montlake campus adjacent to the main UW campus. Hecker Testimony.

53. UWMC – Northwest provides full spectrum, community-based care in fields such as obstetrics, oncology, cardiology, surgery, spine, and behavioral health. Exhibit 1; Hecker Testimony.

54. The UWMC – Montlake campus provides higher-end quaternary care in a number of fields. Exhibit 1; Hecker Testimony.

55. UWMC – Montlake is at capacity, so to free up space to provide its high-end services, the UWMC – Northwest campus must expand its capacity to serve patients with less complex healthcare needs. Exhibit 1; Hecker Testimony

56. Providers, including doctors, nurse practitioners, and physician assistants, in the UW Medical Center tend to rotate between campuses, particularly between UWMC – Northwest and UWMC – Montlake. Exhibit 1; Hecker Testimony.

57. UWMC – Northwest has determined that its core hospital functions require approximately 1.6 million square feet of floor area over the life of the MIMP to accommodate current and future needs. Exhibit 1; Wolf Testimony.

58. UWMC – Northwest bases its estimated growth needs on regional population growth, an aging population that requires increasing levels of care, its own aging infrastructure, and changes in modern health care requirements. It cites code changes, such as seismic, fire and life safety, and updated health standards, such as the need for larger single-patient rooms for privacy and disease control and to accommodate complex equipment at the bedside, as well as the fact that the cost of upgrading existing facilities to meet current standards often exceeds the cost of replacing them. Wolf Testimony.

59. UWMC – Northwest anticipates a 22% increase in growth of the 65+ age group within its service area, and a doubling of inpatient hospital care on the UWMC – Northwest campus by 2041. Exhibit 1 at 11-12. In the same time period, outpatient visits are estimated to grow from 6 million to 8 million patient visits annually. Exhibit 1 at 12.

60. The Proposed MIMP identifies several goals for the long-term future of the UWMC – Northwest campus, including:

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. Exhibit 1 at 16.

Development Program

61. Planned and Future Development. Details of the proposed development program are found at pages 18 through 38 of the MIMP, Exhibit 1.

62. MIO Boundaries. No changes are proposed to UWMC – Northwest’s existing MIO boundaries. Exhibit 1 at 19. However, the proposed MIMP includes increased MIO height limits and altered setbacks. *Compare* Figs. 3.5 and 3.6, Exhibit 1 at 27 *with* Figs. 3.7 and 3.8, Exhibit 1 at 29.

63. Density. Under SMC 23.69.030.E.2, density for a major institution is calculated across the entire campus using floor area ratio (FAR). The new MIMP anticipates 1.6 million square feet of total development at full build-out, Exhibit 1 at 18, which with a 33-acre site, equates to a FAR of approximately 1.11.

64. Under the MIMP at Exhibit 1 pages 103-104, the following spaces are excluded from the 1.6 million square feet: structured parking; floor area below grade; open areas such as parking lots, courts, and light wells, or portions of upper floors eliminated by rooms or lobbies that rise above single-floor ceiling height; and interstitial mechanical space (defined as space between floors for mechanical, electrical, and HVAC systems). Covered exterior walkways, terraces, and open roofed areas that are paved shall have the architectural area multiplied by an area factor of 0.50 and be added to the measured building gross square feet.

65. Parking Count. The MIMP anticipates an additional 1,700 parking stalls on campus, for a maximum of 3,300 total stalls in a combination of surface lots and structured parking. Exhibit 1 at 38. The MIMP does not propose any street vacations and all drives and roadways within the campus are privately owned. *Id.*

66. Existing and Proposed Physical Development. The MIMP discusses existing and proposed physical development, including anticipated demolitions, at pages 22-26. UWMC – Northwest consists of ten buildings. *Id.* at 22. Two buildings on the south side of the campus are privately owned and are not proposed to be redeveloped. *Id.* Additionally, the MIMP does not propose changes to any leased facilities outside the MIO in the Northgate neighborhood. *Id.* The MIMP indicates older structures that may be demolished. *Id.* at 24.

67. Planned Projects. The MIMP does not identify any planned projects but does discuss building heights and volumes at Exhibit 1 pages 27-31.

68. Open Space. The MIMP discusses existing and future open space, landscaping, and trees at Exhibit 1 pages 32-35.

69. Campus Circulation. The MIMP discusses campus circulation, parking, and wayfinding at Exhibit 1 pages 36-38.
70. Ownership. UWMC – Northwest owns all the property within the MIO, and no MIO expansion is proposed. Blakeslee Testimony. UWMC – Northwest does not own and is not leasing or otherwise occupying any structures or properties outside, but within 2,500’ of, the MIO.
71. Phased Development. The MIMP anticipates development in phases as funding becomes available and as near-term needs demand but does not set out a specific phasing order or schedule. Exhibit 1 at 21.
72. Rights-of-Way. No public rights-of-way cross the MIO, and UWMC – Northwest neither proposes any street or alley vacations nor the abandonment of existing rights-of-way. Exhibit 1 at 21.
73. Decentralization. UW Medicine operates multiple medical centers, including UWMC – Northwest and UWMC – Montlake. The uses proposed for UWMC – Northwest are intentionally collocated at the campus, and no further decentralization of healthcare services is proposed. Exhibit 1 at 21.
74. Expiration. The proposed MIMP includes no expiration date. The MIMP would remain in place until the allowed square footage is constructed or UW Medicine determines its planning needs require a different plan. Planned uses include hospital replacement, clinic replacement, research, infrastructure (particularly the Central Utility Plant discussed in the MIMP), parking, administrative office, and other uses related to UWMC – Northwest functions. *See e.g.* Exhibit 1 at 103-105.
75. Density. Under SMC 23.69.030.E.2, density for a major institution is calculated across the entire campus using floor area ratio. At full buildout under the MIMP, the 33-acre campus would support a maximum of 1.6 million square feet of floor area, for an FAR of approximately 1.11.
76. Housing and Displacement. No housing exists within the MIO, and the plans anticipated in the MIMP would not displace any housing.
77. Consistency with Purpose and Intent of Chapter 23.69 SMC. The MIMP’s analysis of this factor is contained in the discussions under the following sections of Exhibit 1: UWMC – Northwest’s Mission, Vision, & Values; Campus Needs and MIMP Goals; regional growth and health care needs; the existing campus; applicable goals, policies and public benefits of the development program; and portions of the text in each MIMP element.

Development Standards

78. The proposed MIMP establishes Development Standards at Exhibit 1 pages 66-82.

79. Underlying zoning. The underlying zoning for the entire campus is LR2(M), which the MIMP does not propose to modify.

80. The development standards of the proposed MIMP are intended to supersede the standards of the underlying LR2(M) zone. The Director's Report provides a comprehensive analysis of the differences between the MIMP development standards and those of SMC 23.45.570 (Institutions).

81. Setbacks. The proposed MIMP at Exhibit 1 pages 70-71 establishes building setbacks from the campus edges of 20 feet from N 115th Street and 40 feet from all other campus edges. *See also* Exhibit 1 Page 29, Fig. 3.8. There are no rights-of-way within the MIO and the MIMP does not propose building setbacks for structures internal to campus.

82. Height Limits. The MIMP proposes height limits of 65 feet at all campus edges adjacent to residential uses, 105 feet at the southern and western portion of campus, 145 feet (MIO 160 conditioned down) at the north-central part of campus, and 175 feet (MIO-200 conditioned down) in the center of campus. *See* Exhibit 1 at 29, Fig. 3.7; 69-70 (Building Heights and Exceptions).

83. Lot Coverage. At Exhibit 1 page 74, the proposed MIMP defines lot coverage as the percentage of the MIO occupied by structures, including parking garages but excluding covered walkways, surface parking lots, below-grade structures, fences/screens, internal drives, sidewalks, plazas, patios, and other paved areas. The lot coverage limit is 48%.

84. Landscaping Standards. Landscaping standards are established at Exhibit 1 pages 71-72. The intent of the landscaping section 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."

85. Open Space. The MIMP establishes a minimum percentage of open space of 20%, with up to 10% of that being on structures. Exhibit 1 at 71.

86. Transition in Height and Scale. The MIMP Development Standards provide for transition in height and scale between development within the MIO and the surrounding areas. *See* Exhibit 1 at 29, Figs. 3.7 and 3.8 (proposed heights step down at campus edges, setbacks are larger for edges adjacent to residential areas). The Building Heights section seeks "to create a volumetric relationship at campus edges next to the residential neighborhood." Exhibit 1 at 69-70.

87. Landmarks. There are no designated historic landmarks on or near the UWMC – Northwest campus. Exhibit 12 at 28.

88. The University has an internal process for projects that alter buildings or landscapes more than 25 years of age. It prepares a Historic Resources Addendum to "aid the reviewing bodies and further ensure that historic resources are respected" that features the elements listed in the MIMP at Exhibit 1 pages 43-44.

89. View Corridors. No SEPA-designated view corridors are on or near the UWMC – Northwest campus, and the MIMP does not propose any measures to protect views. Exhibit 12 at 48.

90. Pedestrian Circulation. The proposed MIMP establishes standards for pedestrian circulation at Exhibit 1 page 75. The goal is to encourage pedestrian trips between buildings and spaces on campus with universal pedestrian access to open spaces and between points of arrival and destinations within the MIO. The proposed MIMP requires designated crossings, adequate lighting, and wayfinding. Sidewalks must be at least five feet in width and comply with accessibility standards.

Transportation Management Program

91. The proposed MIMP Transportation Management Program (TMP) is on Exhibit 1 pages 84-98.

92. Parking Supply. The TMP recites that campus parking supply is set to accommodate campus needs while minimizing spillover parking and discouraging SOV commutes. The campus currently has 1,542 stalls and the proposed MIMP anticipates 3,300 stalls at full build-out.

93. The Code default method for calculating minimum parking depends on the number of “hospital-based doctors” and “staff doctors,” as well as the number of “all other employees present at peak hour.” SMC 23.54.016.B.2.a.1.

94. Testimony established that the University of Washington Medical Center is one medical center with two campuses, UWMC – Northwest and UWMC – Montlake, and that providers, a term which includes physicians, nurse practitioners, and physician assistants, frequently move between the two campuses. Hecker Testimony.

95. Because of the way providers move between UWMC – Northwest and UWMC – Montlake, there is no reliable way to calculate the inputs for the parking minimum established for a medical major institution in SMC 23.54.016. Hecker Testimony; Swenson Testimony.

96. In the face of the uncertainty regarding calculation of parking minimums, the transportation engineering team devised another method based on actual performance at the UWMC – Northwest campus, ultimately calculating a parking rate as a function of campus floor area. Swenson Testimony.

97. The current parking rate is 2.8 stalls/1,000 sq. ft. of floor area. Exhibit 1 at 88; Swenson Testimony. For future conditions, under the proposed methodology, the transportation engineer calculated that the rate could be reduced as the floor area increases, to account for projected increases in floor area that will not generate additional trips (i.e., single-occupancy rooms that replace double-occupancy rooms, “breakout rooms” for teaching purposes that serve staff and students already at the campus). Swenson Testimony. The proposed parking rate is 2.06 stalls/1,000 sq. ft., a 30% decrease in rate but an increase in the absolute number of parking stalls. Exhibit 1 at 88; Swenson Testimony.

98. Loading and Service Facilities. The proposed MIMP discusses loading and service facilities at Exhibit 1 page 89. It recites that the campus currently has eight loading berths, which meets the requirements of SMC 23.54.035.A. The MIMP established that observations of performance in the field confirm that Code requirements exceed the needs of the institution. Exhibit 1 at 73-74. The proposed MIMP anticipates that nine berths would provide sufficient loading capacity at full build-out. Exhibit 1 at 73

99. Traffic Circulation. The TMP discusses traffic circulation at Exhibit 1 pages 84-87, which builds on the Design Guidance discussion of circulation at Exhibit 1 pages 55-60. Internal vehicular circulation will rely on the new loop drive. *See* Exhibit 1 at 56 & 86, which will be developed in phases as projects are completed under the new MIMP, Exhibit 1 at 107.

100. Pedestrian Circulation. Pedestrian circulation will be aided by the same loop drive, as well as the system of sidewalks and open spaces described in the Development Standards section at Exhibit 1 page 75.

101. Bicycle Circulation. Bicycle circulation will also benefit from the loop drive, as well as added bicycle infrastructure that the UWMC – Northwest will be developed in accordance with the Design Guidance on Exhibit 1 page 59, as well as the Development Standards at Exhibit 1 pages 68-69.

102. SOV Rate. The TMP proposes a SOV commute goal of 50%, which would improve on the current performance of 75%. Exhibit 1 at 89.

103. The TMP proposes specific programs to reduce traffic impacts and encourage the use of alternatives to SOV commutes. *See* Exhibit 1 at 89-98.

104. At the hearing, the Applicant and SDCI represented that they had reached agreement regarding modifications to the language of conditions presented in the Director's Report and jointly provided the modified conditions after the close of the hearing.

Conclusions of Law

1. The Hearing Examiner has jurisdiction over this matter pursuant to Chapters 23.69 and 23.76 SMC.

2. The University of Washington is the SEPA Lead Agency for this proposal in accordance with WAC 197-11-926(1). The University provides no administrative SEPA appeal, WAC 478-324-145. The Hearing Examiner has no jurisdiction to hear a procedural SEPA appeal for this matter. No party filed such an appeal.

3. The Hearing Examiner reviewed and relied upon the DEIS (Exhibit 3) and FEIS (Exhibit 2) completed by the University of Washington and its consultants, and that review informs the recommendation below.

4. Project-level impacts for projects that comply with the rezone and MIMP approval will be examined at the time of project-level permitting in accordance with WAC 197-11-060(5)(c) and other applicable law.
5. The Director's report (Exhibit 12) includes a detailed analysis of the proposed MIMP in accordance with the criteria included in SMC 23.69.032.E, and of the proposed rezones pursuant to Chapter 23.34 SMC, including SMC 23.34.008 and 23.34.124. Except as otherwise indicated, the Director's analyses are adopted herein by reference.
6. The intent of the Comprehensive Plan's Major Institution Goals and Policies, and the Major Institution Code, Chapter 23.69 SMC, is to balance public benefits of a major institution's growth and change with the need to protect the livability and vitality of adjacent neighborhoods.
7. UWMC – Northwest's assessment of its need for growth is reasonable considering the age of its existing facilities, regional population growth, the increasing health care needs of an aging population, the campus's role in the UW Medical Center and UW Medicine system, and the physical space demands associated with current health care delivery.
8. The public benefits of UWMC – Northwest's proposed growth and expansion are described in the record and include but are not limited to: employment opportunities; continued provision of uncompensated care in the hundreds of millions of dollars annually, and community health improvement services; expanded facilities for medical research; continued support for medical education; volunteer opportunities for people of all ages, some of whom may be interested in pursuing careers in healthcare; programs serving the entire "WAMI" region comprised of Washington, Alaska, Montana, and Idaho; and enhanced open spaces, landscaping, and pedestrian amenities throughout the campus, which will be available to the public.
9. The proposed rezone, which will increase the height limit of the MIO with no horizontal expansion, complies with applicable standards of Chapter 23.34 SMC. The rezone and corresponding MIMP approval could create bulk and scale impacts, but those will be avoided or mitigated by the setbacks proposed at campus edges, particularly those adjacent to residential uses with no intervening street, as well as tiered height limits and landscaping requirements.
10. The proposed MIMP serves the purposes set forth in SMC 23.69.002.
11. The proposed MIMP and corresponding rezone will not displace any housing, therefore no mitigation is required.
12. The MIMP is consistent with the relevant Goals and Policies of the Comprehensive Plan, as analyzed in the Director's Report at pages 31-32.
13. The MIMP components comply with the Code and should be approved subject to the recommended conditions, as modified by agreement between the Applicant and SDCI. The development program is consistent with SMC 23.69.030. The development standards further the goals and objectives of the MIMP and the Major Institution Policies. The TMP includes the required elements. The Design Guidelines will help guide future development under the MIMP.

14. The parking standard established in SMC 23.54.016 is a “development standard” and the Major Institutions Code allows modification of development standards except those related to transportation concurrency. *See* SMC 23.69.020.B.
15. The default parking calculation method established in the Land Use Code at SMC 23.54.016 is not designed to handle a system wherein medical personnel move between campuses, so the Applicant’s transportation engineers appropriately devised an alternative parking calculation method that relies on historic performance at the MIO as well as assumptions about future growth, which would allow an increase in the total number of parking stalls while lowering the rate of parking stalls as a function of MIO square footage.
16. The parking rate established in the proposed MIMP strikes the proper balance between providing enough parking to prevent spillover parking in the neighborhood, while not providing so much that SOV trips would be encouraged.
17. The proposed MIMP’s parking calculation method and conclusions comply with Ch. 23.69 SMC, and Council should adopt them.
18. All environmental issues identified in the DEIS and FEIS have been adequately addressed in the MIMP, particularly due to the creation of Alternative 3 as the preferred alternative and its incorporation into the MIMP, as well as the conditions recommended below.
19. The proposed SOV target of 50% aligns with the Land Use Code and realistically estimates the SOV rates that the Applicant can achieve with the reasonable measures detailed in the TMP.
20. As additional transportation infrastructure becomes operational, such as Link light rail service to Everett and the opening of infill stations such as NE 130th St, SDOT and SDCI will work with the applicant to re-evaluate and adjust the SOV performance goal, as set forth in the conditions recommended below.
21. The agreed-upon conditions jointly presented by the Applicant and SDCI appropriately avoid or mitigate impacts of the MIMP as required by Ch. 23.69 SMC and SEPA.
22. With the recommended conditions, the proposed MIMP fulfills the intent and requirements of the Major Institution Code.

Recommendation

Based on the foregoing, the Hearing Examiner recommends that Council approve the proposed MIMP and corresponding rezone, subject to the conditions listed below.

CONDITIONS OF MASTER PLAN APPROVAL

MIO 1. The single-occupancy vehicle (SOV) performance goal of 50% is established at the adoption of the MIMP, per 23.54.016.C SMC.

As additional transit capacity is added to the area through regional planning efforts in the future, the Transportation Management Plan will reflect a progressive reduction in the SOV goal in alignment with the SOV targets established by the City of Seattle’s Commute Trip Reduction (CTR) requirements (Chapter 25.02 SMC), as described below.

The major transit infrastructure improvements anticipated at the time of MIMP adoption include the following two milestones:

1. 2030: The transportation network is anticipated to include the Lynnwood Link extension (2024), Line 2 Link to downtown Redmond (2025), NE 130th Link infill station (2026), Federal Way Link extension (2026), and Stride S3 Line (2027).
2. 2038: The transportation network is anticipated to include the West Seattle Link extension (2032) and Everett Link extension (2037).

UWMC – Northwest shall meet with the City after the completion of the first CTR survey following each of the milestones above are reached (i.e., in 2030 or once all improvements in milestone 1 are completed, whichever is later) to review and adjust the SOV goal. The updated SOV performance goal at this site shall follow the relevant standards outlined in Director’s Rule 01-2021 (or any successor rule) on Transportation Management Programs.

MIO 2. Revise the MIMP’s Landscape and Open Space 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. Amend the MIMP 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. Amend the MIMP’s 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. 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

SEPA 1. At the time of Master Use Permit application, related tree survey and arborist report as necessary will be submitted for review.

SEPA 2. 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.

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

- a. Install no right turn on red signage at the intersection of Aurora Avenue N and N 115th Street – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Avenue N and N 115th Street. These improvements will be triggered when the first development project is approved by SDCI.
- b. Calculate the LOS at Meridian Avenue N/N 115th Street intersection with each MIMP project implementation and evaluate mitigation options with SDOT when the project degrades the intersection to LOS F or increases intersection delay by more than 5 seconds when the baseline or with-project LOS operates at LOS F. The EIS identified the potential for a traffic signal, however lesser mitigation could be identified as appropriate, including but not limited to a traffic circle/roundabout. UWMC-Northwest responsibility would include the costs associated with the design and construction of the improvement. The final design of any improvement must accommodate the movements of buses and emergency vehicles destined for the hospital. The cost to the institution shall not exceed the cost of a traffic signal if a more expensive solution was desired by SDOT.
- c. UWMC-Northwest will design and construct protected bike lanes on Meridian Ave N between N Northgate Way and N 115th Street, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. The requirement to construct 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 SDCI, and completion of these improvements shall be a condition precedent to occupancy of said project. To avoid a requirement to construct these improvements with a particular project, UWMC-Northwest must demonstrate to SDOT and SDCI that there will be no increase in site wide vehicle trip generation during the MUP process for the proposed development. The central utility plant and parking increases will not trigger the protected bike lane improvements.

This improvement is not meant to be a corridor restoration project for full street improvements. Improvements excluded from this condition include:

- Corridor-wide curb line modifications
- Intersection curb ramps, except as may be required under SDOT DR 01-2017, “Right-of-Way Opening and Restoration Rules”
- Corridor-wide modifications to other modal facilities such as sidewalks
- Modifications to the curb line or signal system at the Meridian Ave N/Northgate Way intersection

Modification to the typical cross section to match existing conditions at N 115th Street and Northgate Way would need to occur (e.g. transition bike lanes to/from the existing sharrows) without modifying the signal system or existing curb lines at the intersection. Construction will follow the SDOT Director's Rule 01-2017 ROW Opening and Restoration Rules.

- d. Ensure construction of curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. The requirement to install 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

SEPA 4. At the time of building permit application for each building proposed within the UWMC Northwest MIO, the Applicant shall 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" or its successor page.

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

SEPA 6. Contractors shall 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.

Entered December 20, 2024.

/s/Ryan Vancil
Ryan Vancil
Hearing Examiner

Concerning Further Review

Any person who submitted a written comment to the Director, or who provided a written or oral comment to the Hearing Examiner, may submit in writing an appeal of the Hearing Examiner's recommendation regarding a Type IV land use decision to the Council and, if desired, a request to supplement the record. No appeals of a DNS or the determination that an EIS is adequate will be accepted. SMC 23.76.054.A

Appeals of the Hearing Examiner's recommendation shall be filed with the City Clerk by 5 p.m. of the 14th calendar day following the date of issuance of the Hearing Examiner's recommendation. When the last day of the appeal period so computed is a Saturday, Sunday, or federal or City holiday, the appeal period runs until 5 p.m. on the next day that is not a Saturday, Sunday, or federal or City holiday. SMC 23.76.054.B

The appeal shall clearly identify specific objections to the Hearing Examiner's recommendation and specify the relief sought. SMC 23.76.054.C

**BEFORE THE HEARING EXAMINER
CITY OF SEATTLE**

CERTIFICATE OF SERVICE

I certify under penalty of perjury under the laws of the State of Washington that on this date I sent true and correct copies of the attached **FINDINGS AND RECOMMENDATION** to each person listed below, or on the attached mailing list, in the matter of **University of Washington Medical Center NW- Major Institution Master Plan**. Council File: **CF-314435** in the manner indicated.

Party	Method of Service
Applicant and Owner Julie Blakeslee jblakesl@uw.edu FRP dchurch@spu.edu	<input type="checkbox"/> U.S. First Class Mail, postage prepaid <input type="checkbox"/> Inter-office Mail <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Hand Delivery <input type="checkbox"/> Legal Messenger
Applicant's Legal Counsel, McCullough Hill PLLC Steven J. Gillespie steve@mhseattle.com	<input type="checkbox"/> U.S. First Class Mail, postage prepaid <input type="checkbox"/> Inter-office Mail <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Hand Delivery <input type="checkbox"/> Legal Messenger
Department Crystal Torres SDCI Crystal.Torres@seattle.gov Dipti Garg DON Dipti.Garg@seattle.gov Sarah Sodt DON Sarah.Sodt@seattle.gov Kelsey Timmer SDOT Kelsey.Timmer@seattle.gov	<input type="checkbox"/> U.S. First Class Mail, postage prepaid <input type="checkbox"/> Inter-office Mail <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Hand Delivery <input type="checkbox"/> Legal Messenger

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<p>CITY OF SEATTLE FIRE DEPT FD – 44-04</p> <p>CITY OF SEATTLE DEPT OF TRANSPORTATION DIRECTOR’S OFFICE SMT – 39 – 00</p> <p>CITY OF SEATTLE DEPT. OF TRANSPORTATION SMT-39-00</p> <p>CITY OF SEATTLE CITY LIGHT SMT-28-22</p> <p>CITY OF SEATTLE CITY LIGHT SMT-36-16</p>	
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NATIONAL MARINE FISHERIES
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Dated: December 20, 2024

/s/ Angela Oberhansly
Angela Oberhansly
Legal Assistant

March 11, 2025

MEMORANDUM

To: Land Use Committee
From: Ketil Freeman, Analyst
Subject: Clerk File 314511 – University of Washington Medical Center – Northwest Hospital

The University of Washington Medical Center has applied for a new Major Institution Master Plan (MIMP) for the University of Washington Medical Center Northwest Hospital (UWMC – Northwest) campus and a rezone to increase the height limits allowed under the current Major Institution Overlay (MIO). The application for the MIMP is contained in [Clerk File \(CF\) 314511](#).

This memorandum (1) describes how major institutions are regulated, (2) sets out a chronology for the UWMC - Northwest MIMP renewal, (3) briefly describes the proposed final MIMP, (4) outlines requirements of quasi-judicial decision-making, and (5) discusses next steps.

Regulation of Major Institutions

Hospitals and post-secondary educational institutions exceeding specified size thresholds are regulated as major institutions. Major institutions are subject to a zoning overlay, the Major Institution Overlay (MIO), that authorizes an institution to deviate from the development standards in underlying zoning, if the institution prepares a MIMP. The purpose of a MIMP is to “balance the needs of the Major Institutions to develop facilities for the provision of health care or educational services with the need to minimize the impact of Major Institution development on surrounding neighborhoods.”¹

A MIMP is required to contain three components: (1) a development standards component, which establishes physical development standards to govern future development; (2) a development program component, which sets out the types of uses and magnitude of future development; and (3) a transportation management component, which is used to address traffic generated by the institution.

A MIMP is prepared with the review and participation of a Development Advisory Committee (DAC). Advisory committee members are drawn from members of the public with “experience in such areas as consensus building, community organizing, land use and zoning, architecture or landscape architecture, economic development, real estate development, and educational or medical services.”² The DAC also includes voting non-management representatives of the institution and four or more non-voting representatives of the institution and City departments.

¹ [Seattle Municipal Code \(SMC\) 23.69.025](#).

² [SMC 23.69.032.B](#).

A DAC is created by resolution and staffed by the Department of Neighborhoods (DON). Among other things, the DAC convenes public meetings about the proposed MIMP, provides comment on environmental documents, reviews and comments on the draft recommendation for the MIMP by the Seattle Department of Construction and Inspections (SDCI), and issues its own report and recommendation.

After the advisory committee and SDCI have issued their recommendations, the Hearing Examiner convenes an open-record public hearing on the MIMP and decides any State Environmental Policy Act (SEPA) appeals. Finally, the Hearing Examiner holds an open record hearing and makes a recommendation to the Council.

UWMC - Northwest MIMP Chronology

- 1991 – Current MIMP for Northwest Hospital is approved.
- 2009 – UW acquires Northwest Hospital and it becomes UWMC - Northwest
- September 2022 – UWMC – Northwest submits notice of intent for a new MIMP.
- March 2023 – Composition of DAC is approved by [Resolution 32088](#).
- April 2023 to May 2024 – DAC convenes 16 public meetings.
- July 2024 – DAC publishes final report and recommendation.
- September 2024 – SDCI publishes recommendation to conditionally approve the MIMP.
- October 2024 – Hearing Examiner holds open record public hearing.
- December 2024 – Hearing Examiner recommends conditional approval of the MIMP.

Proposed Final MIMP – Brief Summary

The UWMC – Northwest campus is located in the northwest corner of the Northgate Urban Center. The underlying zoning of the site is Lowrise 2 (LR2) multifamily residential. Lowrise 3 (LR3) multifamily zoning extends to the south and west of the site. Zoning to the east and north is Neighborhood Residential, with the exception of a pocket of LR2 abutting the northeast corner of the site. The MIO overlay currently allows heights for major institution uses ranging from 37 feet to 105 feet. See Figure 3.3 (page 20 of Exhibit 1). Development in the vicinity consists of residential uses to the northeast, north, and west of the site and cemeteries to the east and south of the site.

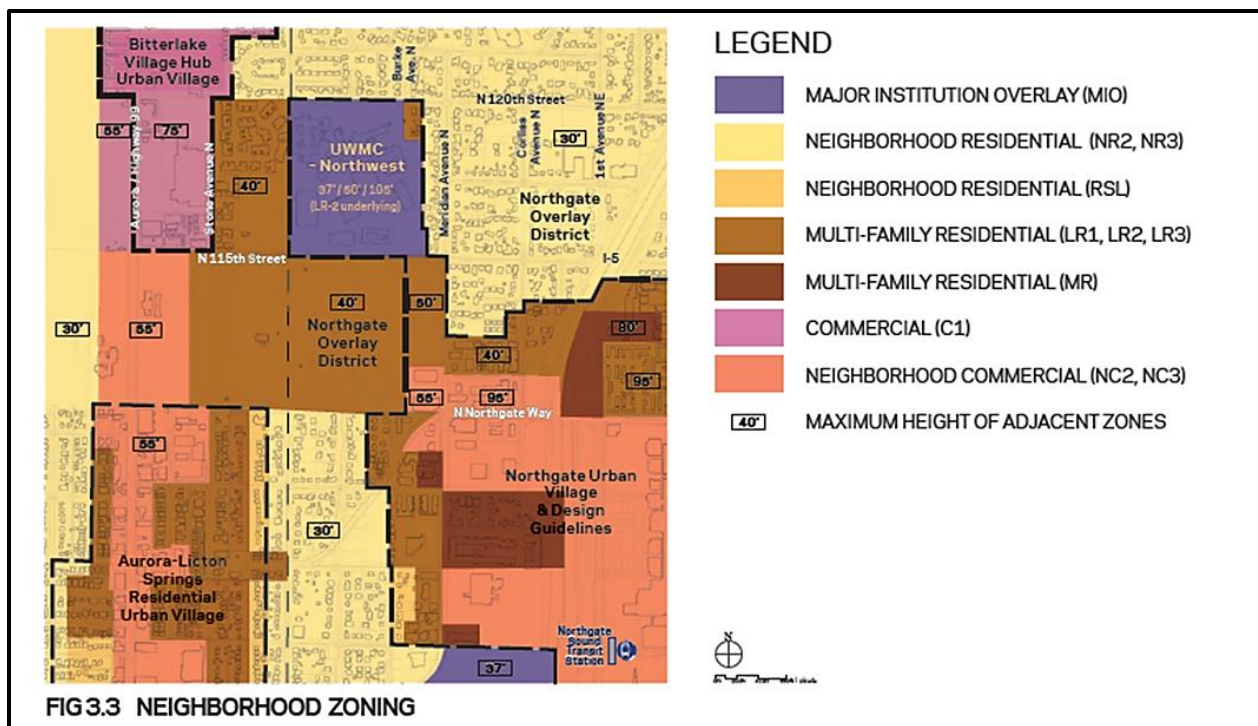
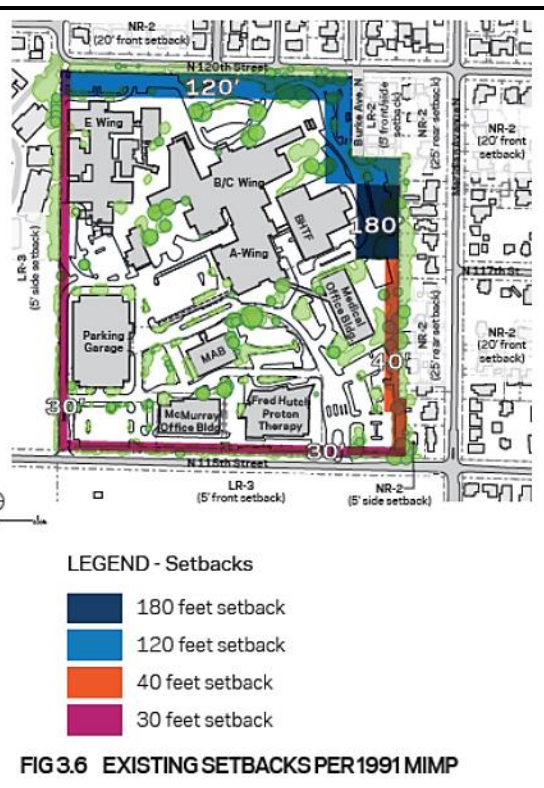
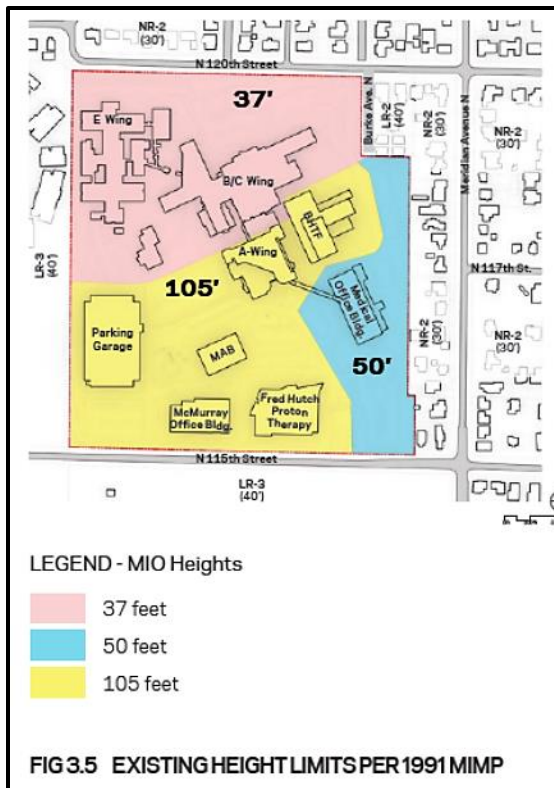


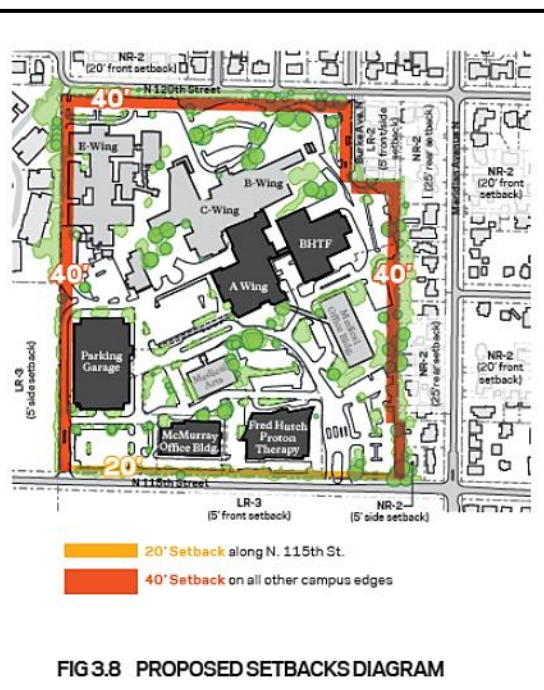
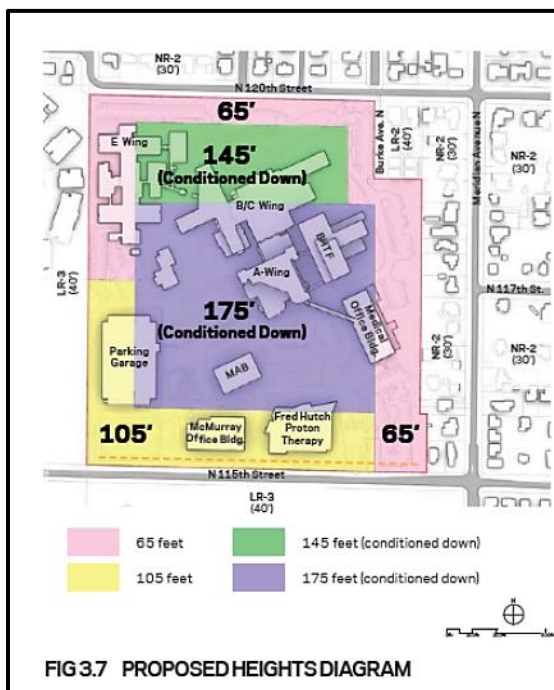
Figure 3.3 – Page 20 of Exhibit 1

The entire 33-acre site is owned by the University of Washington, although two buildings are occupied through a ground lease as a medical office building and as a facility for Fred Hutchinson. Existing buildings on the site were developed between 1960 and 2023. The most recent development on the site is the Center for Behavioral Health and Learning. Height bulk and scale impacts from the institution are currently mitigated by locating taller structures away from adjacent residential uses and through ground-level setbacks.

The site is one of two hospital campuses operated by UWMC under the same state license. The other is UWMC – Montlake on the University of Washington campus. UWMC – Northwest has 381 of 910 beds under that license.



Figures 3.5 and 3.6 – Page 27 of Exhibit 1



Figures 3.7 and 3.8 – Page 29 of Exhibit 1

Existing facilities at UWMC-Northwest currently contain approximately 738,000 gross square feet of hospital, clinic/research, education, and other support space. The proposed MIMP would increase this square footage by about 800,000 gross square feet to approximately 1.6 million gross square feet. This expansion would be accomplished within the existing MIO boundaries primarily by increasing allowable height. The most significant height increases would occur on the interior of the campus, where maximum heights would increase to 200 feet, although proposed MIMP conditions would limit the heights of future structures below those limits. See Figures 3.5 and 3.6, Exhibit 1, page 27, and Figures 3.7 and 3.8, Exhibit 1, page 29.

The increased height, bulk, and scale of future development are proposed to be mitigated by ground level setbacks, MIMP-specific development standards, and application of design guidelines, among other things. Design guidance is contained in Chapter V of the proposed final MIMP. See Exhibit 1, pages 46 – 65. Development standards are contained in Chapter VI of the proposed final MIMP. See Exhibit 1, pages 66-83.

The current Single Occupancy Vehicle (SOV) commute SOV rate is 75 percent. The proposed MIMP would establish a new SOV goal of 50 percent. The SOV target is proposed to be achieved through commute trip reduction strategies including transit subsidies, parking management, telecommuting, and other incentives to increase non-SOV mode share. Primary access to the campus for staff, patients, and visitors would continue to be from North 115th Street. The transportation management program is contained in Chapter VII of the proposed final MIMP. See Exhibit 1, pages 84-99.

A complete list of conditions for MIMP approval, which were agreed to by the City and UWMC – Northwest and recommended by the Hearing Examiner, is contained in Attachment 1.

Procedural Matters

Type of Action and Materials in the Record

Action on the MIMP application by the Council is quasi-judicial. A quasi-judicial action is, “an action of the City Council that determines the legal rights, duties, or privileges of specific parties in a hearing or other contested case proceeding.”³ Quasi-judicial actions are subject to the state Appearance of Fairness Doctrine prohibiting *ex-parte* communication. Council decisions must be made on the record established by the Hearing Examiner. The Hearing Examiner establishes the record at an open-record hearing. The record contains the substance of the testimony provided at the Hearing Examiner’s open-record hearing and the exhibits entered into the record at that hearing.

³ [Council Quasi-judicial Rules II.I. Resolution 31602.](#)

The entire record, including an audio recording of the Hearing Examiner's hearing, is available digitally for review at Councilmembers' convenience. Many exhibits from the hearing as well as the Hearing Examiner's exhibit list, minutes of the public hearing, and the Hearing Examiner's recommendation are publicly available through CF 314511. Because of the large volume of the record, the entire record is not contained in CF 314511. Records available online include:

- The proposed final UWMC – Northwest MIMP, December 11, 2014 (Exhibit 1).
- The Final Report and Recommendation of the DAC, including meeting minutes and public comment, July 15, 2024 (Exhibit 7).
- The SDCI Director's Recommendation, September 3, 2024 (Exhibit 12).
- The Hearing Examiner's Finding and Recommendation, December 20, 2024

Next Steps

To approve a MIMP the Committee must make recommendations to the Full Council on two pieces of legislation: (1) a Council Findings, Conclusions and Decision that is added to the Clerk File and conditionally approves the MIMP and associated rezone and (2) a bill amending the zoning map to show the new MIO boundaries and height limits. Staff will develop draft approval documents including a council bill for consideration by the Committee in April. Unlike other types of Quasi-Judicial decisions, there is no deadline for Council action on a MIMP.

Attachment:

1. Recommended Conditions for MIMP Approval

cc: Ben Noble, Director
Yolanda Ho, Deputy Director
Lish Whitson, Supervising Analyst

Attachment 1 – Recommended Conditions for MIMP Approval

CONDITIONS OF MASTER PLAN APPROVAL

MIO 1. The single-occupancy vehicle (SOV) performance goal of 50% is established at the adoption of the MIMP, per 23.54.016.C SMC.

As additional transit capacity is added to the area through regional planning efforts in the future, the Transportation Management Plan will reflect a progressive reduction in the SOV goal in alignment with the SOV targets established by the City of Seattle’s Commute Trip Reduction (CTR) requirements (Chapter 25.02 SMC), as described below.

The major transit infrastructure improvements anticipated at the time of MIMP adoption include the following two milestones:

1. 2030: The transportation network is anticipated to include the Lynnwood Link extension (2024), Line 2 Link to downtown Redmond (2025), NE 130th Link infill station (2026), Federal Way Link extension (2026), and Stride S3 Line (2027).
2. 2038: The transportation network is anticipated to include the West Seattle Link extension (2032) and Everett Link extension (2037).

UWMC – Northwest shall meet with the City after the completion of the first CTR survey following each of the milestones above are reached (i.e., in 2030 or once all improvements in milestone 1 are completed, whichever is later) to review and adjust the SOV goal. The updated SOV performance goal at this site shall follow the relevant standards outlined in Director’s Rule 01-2021 (or any successor rule) on Transportation Management Programs.

MIO 2. Revise the MIMP’s Landscape and Open Space 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. Amend the MIMP 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. Amend the MIMP’s 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. 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

SEPA 1. At the time of Master Use Permit application, related tree survey and arborist report as necessary will be submitted for review.

SEPA 2. 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.

Attachment 1 – Recommended Conditions for MIMP Approval

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

- a. Install no right turn on red signage at the intersection of Aurora Avenue N and N 115th Street – a key intersection for pedestrians traveling between campus and RapidRide stops at Aurora Avenue N and N 115th Street. These improvements will be triggered when the first development project is approved by SDCI.
- b. Calculate the LOS at Meridian Avenue N/N 115th Street intersection with each MIMP project implementation and evaluate mitigation options with SDOT when the project degrades the intersection to LOS F or increases intersection delay by more than 5 seconds when the baseline or with-project LOS operates at LOS F. The EIS identified the potential for a traffic signal, however lesser mitigation could be identified as appropriate, including but not limited to a traffic circle/roundabout. UWMC-Northwest responsibility would include the costs associated with the design and construction of the improvement. The final design of any improvement must accommodate the movements of buses and emergency vehicles destined for the hospital. The cost to the institution shall not exceed the cost of a traffic signal if a more expensive solution was desired by SDOT.
- c. UWMC-Northwest will design and construct protected bike lanes on Meridian Ave N between N Northgate Way and N 115th Street, as approved by SDOT – completing a gap in the bicycle connection between Northgate Link light rail station and the UWMC-Northwest campus. The requirement to construct 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 SDCI, and completion of these improvements shall be a condition precedent to occupancy of said project. To avoid a requirement to construct these improvements with a particular project, UWMC-Northwest must demonstrate to SDOT and SDCI that there will be no increase in site wide vehicle trip generation during the MUP process for the proposed development. The central utility plant and parking increases will not trigger the protected bike lane improvements.

This improvement is not meant to be a corridor restoration project for full street improvements. Improvements excluded from this condition include:

- Corridor-wide curb line modifications
- Intersection curb ramps, except as may be required under SDOT DR 01-2017, “Right-of-Way Opening and Restoration Rules”
- Corridor-wide modifications to other modal facilities such as sidewalks
- Modifications to the curb line or signal system at the Meridian Ave N/Northgate Way intersection

Modification to the typical cross section to match existing conditions at N 115th Street and Northgate Way would need to occur (e.g. transition bike lanes to/from the existing sharrows) without modifying the signal system or existing curb lines at the intersection. Construction will follow the SDOT Director’s Rule 01-2017 ROW Opening and Restoration Rules.

- d. Ensure construction of curb, gutter, and sidewalk along the south side of N 120th Street between Meridian Avenue N and west to the existing improved section. The requirement to install 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.

Attachment 1 – Recommended Conditions for MIMP Approval

DURING CONSTRUCTION FOR FUTURE DEVELOPMENT

SEPA 4. At the time of building permit application for each building proposed within the UWMC Northwest MIO, the Applicant shall 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” or its successor page.

SEPA 5. Locate the Central Utilities Plant facility a minimum 50’ from the nearest residential property line and provide noise studies at time of permit review.

SEPA 6. Contractors shall 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.



Clerk File 314511 – UW Medical Center Northwest Hospital (UWMC – Northwest) Major Institution Master Plan

KETIL FREEMAN, ANALYST

LAND USE COMMITTEE

MARCH 11, 2025

Type of Action

- Type IV - Quasi-judicial decision
- Quasi-judicial rezones are subject to the Appearance of Fairness Doctrine prohibiting ex-parte communication
- Council decisions must be made on the record established by the Hearing Examiner

Regulation of Major Institution Master Plans (MIMPs)

- Applies to hospitals and post-secondary educational institutions exceeding specified size thresholds
- **Purpose:** “balance the needs of the Major Institutions to develop facilities for the provision of health care or educational services with the need to minimize the impact of Major Institution development on surrounding neighborhood”
- Three required components:
 - Development standards
 - Development Program
 - Transportation Management
- Must be developed with the input of a Development Advisory Committee (DAC) drawn from members of the public.

UWMC – Northwest MIMP Chronology

- 1991 – Current MIMP for Northwest Hospital is approved.
- 2009 – UW acquires Northwest Hospital and it becomes UWMC - Northwest
- September 2022 – UWMC – Northwest submits notice of intent for a new MIMP.
- March 2023 – Composition of DAC is approved by [Resolution 32088](#).
- April 2023 to May 2024 – DAC convenes 16 public meetings.
- July 2024 – DAC publishes final report and recommendation.
- September 2024 – SDCI publishes recommendation to conditionally approve the MIMP.
- October 2024 – Hearing Examiner holds open record public hearing.
- December 2024 – Hearing Examiner recommends conditional approval of the MIMP.

Hearing Examiner Record and Recommendation

- Record consist of 24 exhibits and audio of the Hearing Examiner's open record hearing
- Key Exhibits:
 - The proposed final UWMC – Northwest MIMP, March 2024 (Exhibit 1).
 - The Final Report and Recommendation of the DAC, including meeting minutes and public comment, July 15, 2024 (Exhibit 7).
 - The SDCI Director's Recommendation, September 3, 2024 (Exhibit 12).
- The Hearing Examiner's Finding and Recommendation, December 20, 2024

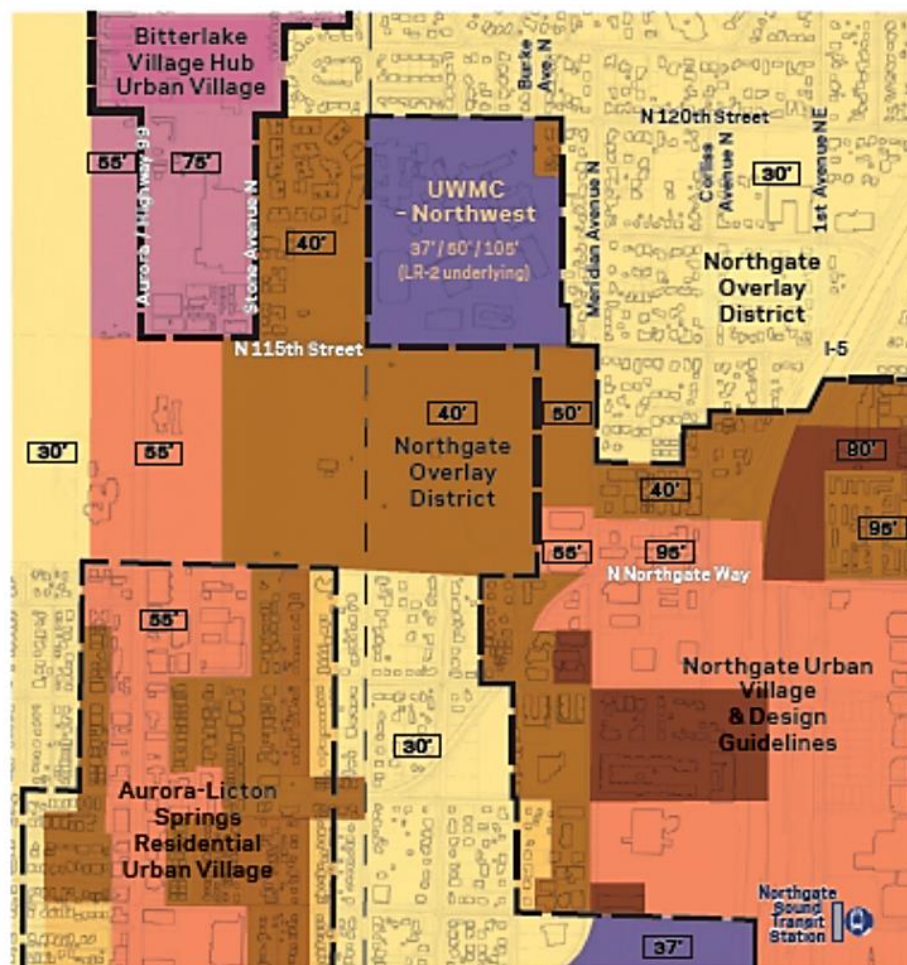


FIG 3.3 NEIGHBORHOOD ZONING

LEGEND

- MAJOR INSTITUTION OVERLAY (MIO)
- NEIGHBORHOOD RESIDENTIAL (NR2, NR3)
- NEIGHBORHOOD RESIDENTIAL (RSL)
- MULTI-FAMILY RESIDENTIAL (LR1, LR2, LR3)
- MULTI-FAMILY RESIDENTIAL (MR)
- COMMERCIAL (C1)
- NEIGHBORHOOD COMMERCIAL (NC2, NC3)
- MAXIMUM HEIGHT OF ADJACENT ZONES

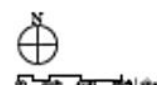




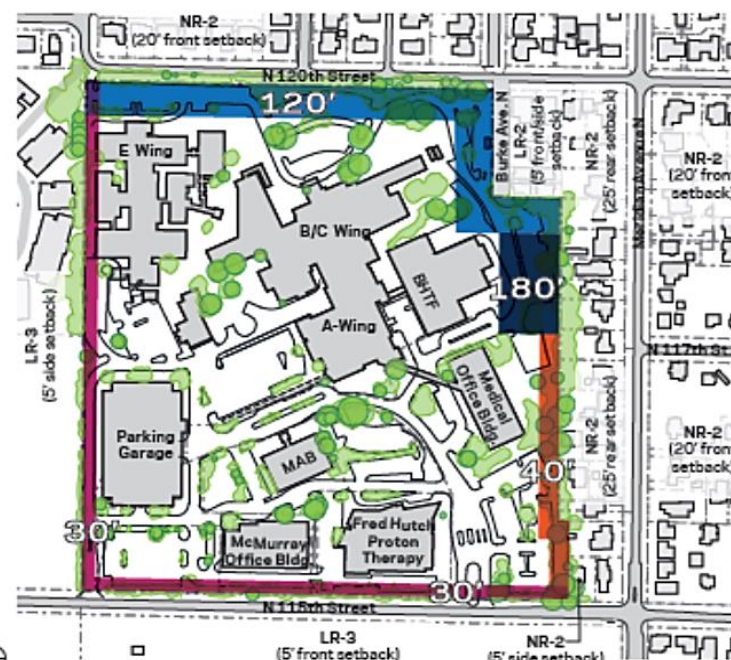
FIG 3.13 AERIAL IMAGE OF CAMPUS, GOOGLE EARTH



LEGEND - MIO Heights



FIG 3.5 EXISTING HEIGHT LIMITS PER 1991 MIMP



LEGEND - Setbacks



FIG 3.6 EXISTING SETBACKS PER 1991 MIMP

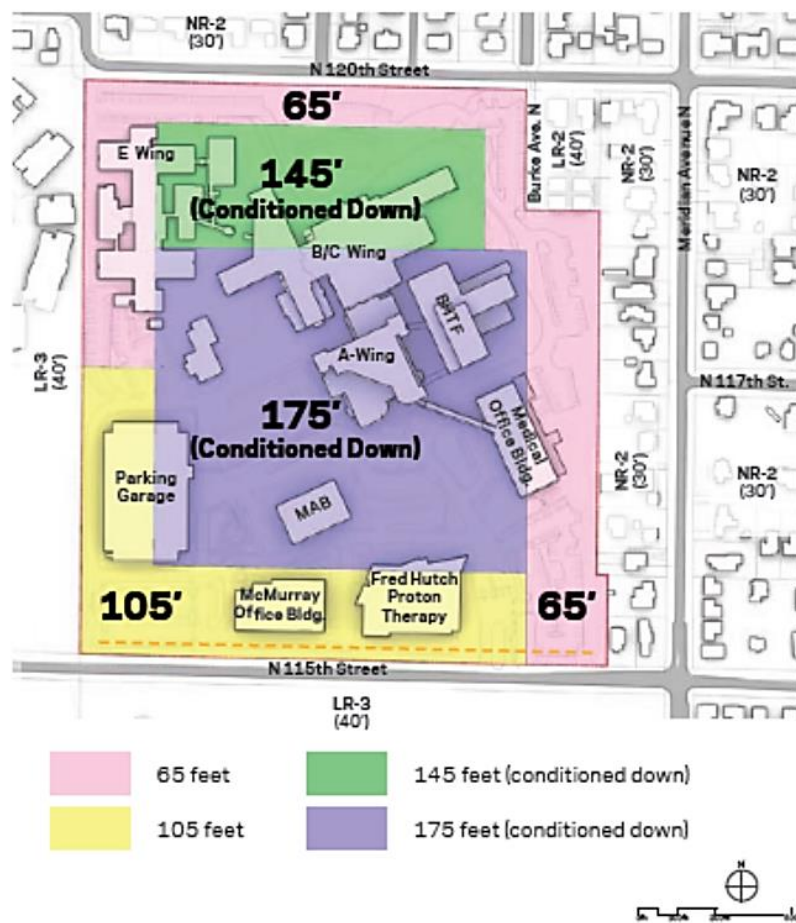


FIG 3.7 PROPOSED HEIGHTS DIAGRAM

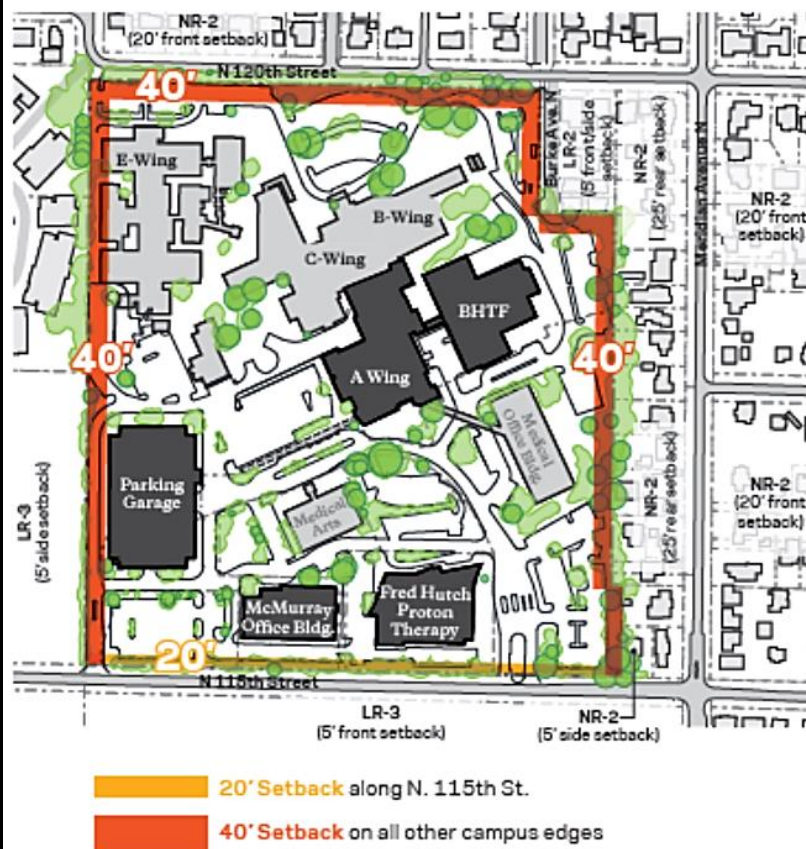
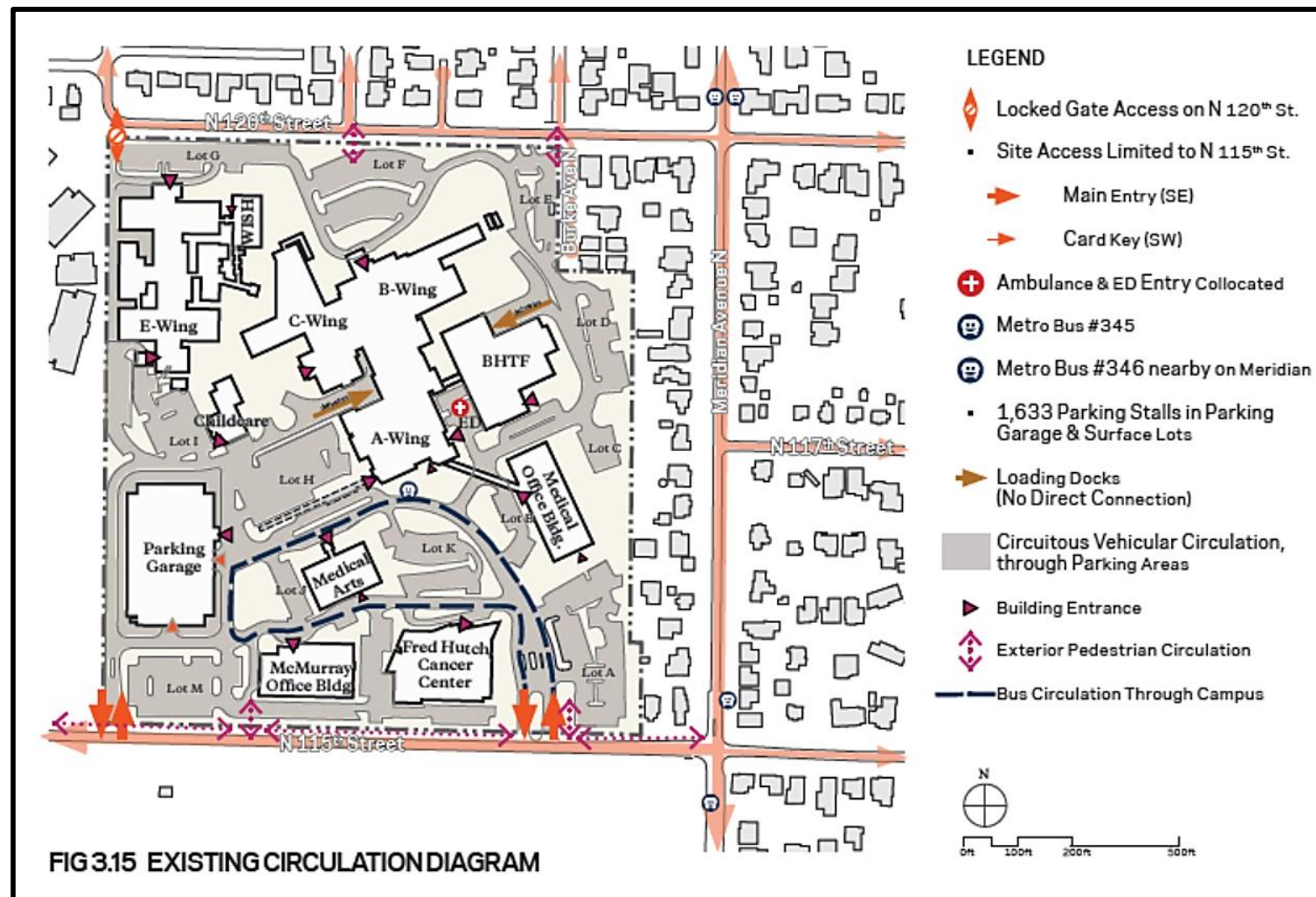
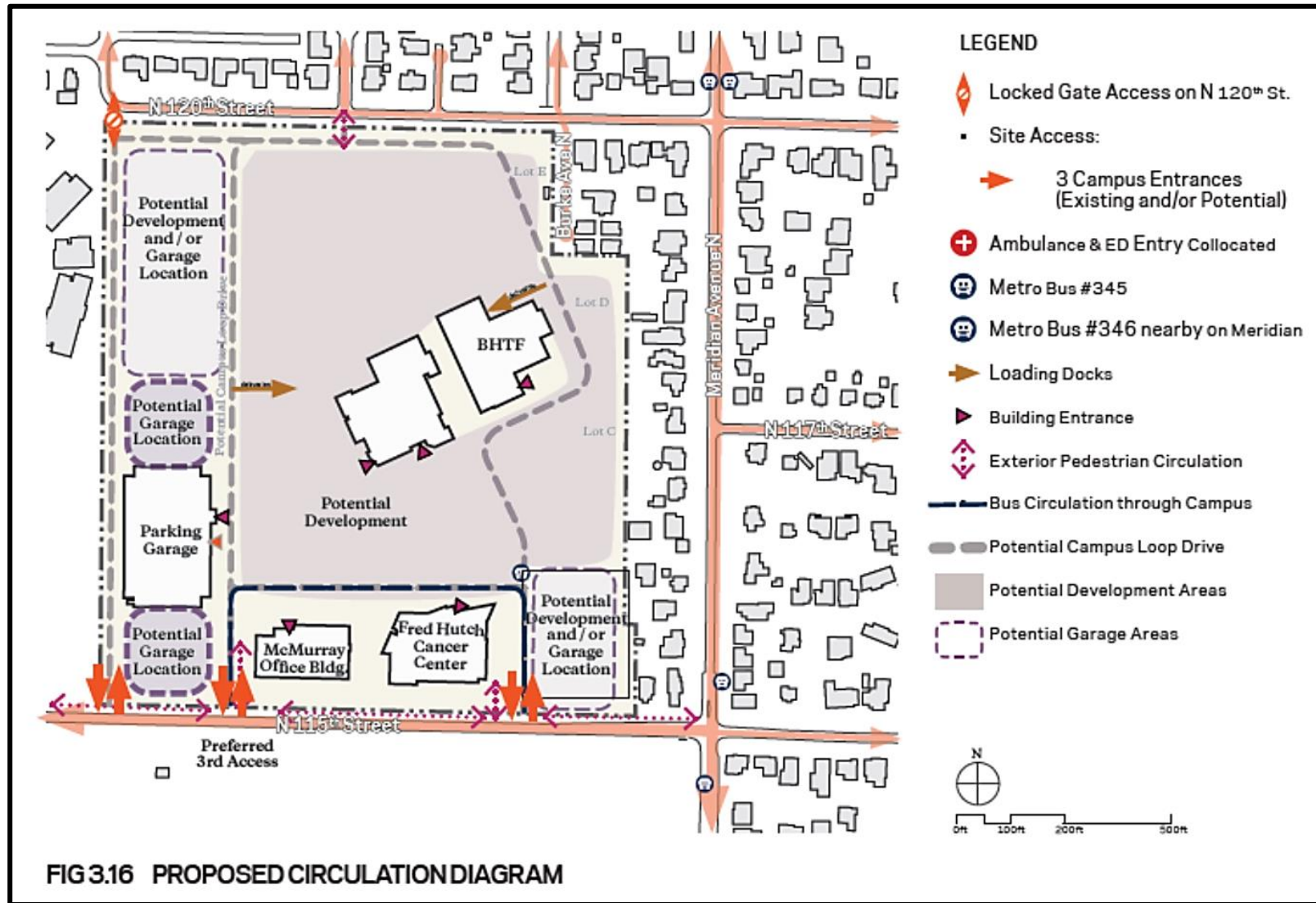


FIG 3.8 PROPOSED SETBACKS DIAGRAM





Hearing Examiner Recommended Conditions

- MIMP Conditions
 - Establish Single Occupancy Vehicle reduction goal and milestones for progress towards that goal
 - Includes landscaping and other notes related to tree protection and retention and landscaped setbacks at campus edges
- Rezone Conditions
 - Limit the height of future development below Major Institution Overlay height maximums
- SEPA Conditions
 - Specify future permit submittal requirements including arborists reports and utilities assessments
 - Specify street improvements
 - Establish conditions to mitigate construction impacts

Next Steps

- To approve a MIMP the Committee must make recommendations to the Full Council on two pieces of legislation: (1) a Council Findings, Conclusions and Decision that is added to the Clerk File and conditionally approves the MIMP and associated rezone and (2) a bill amending the zoning map to show the new MIO boundaries and height limits.
- Staff will develop draft approval documents including a council bill for consideration by the Committee in April.

Questions?



Legislation Text

File #: CB 120771, **Version:** 1

AN ORDINANCE relating to land use and zoning; adopting interim provisions to facilitate occupancy of street-level spaces in the Downtown, South Lake Union, and Uptown Urban Centers; adding a new Section 23.42.041 to the Seattle Municipal Code; and amending Sections 23.42.108, 23.48.005, 23.48.020, 23.48.040, 23.48.240, 23.48.740, 23.49.009, 23.49.011, 23.76.004, and 23.76.006, and Downtown Overlay Maps 1G and 1J in Chapter 23.49 of the Seattle Municipal Code.

The full text of the bill is attached to the legislative file.

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE relating to land use and zoning; adopting interim provisions to facilitate occupancy of street-level spaces in the Downtown, South Lake Union, and Uptown Urban Centers; adding a new Section 23.42.041 to the Seattle Municipal Code; and amending Sections 23.42.108, 23.48.005, 23.48.020, 23.48.040, 23.48.240, 23.48.740, 23.49.009, 23.49.011, 23.76.004, and 23.76.006, and Downtown Overlay Maps 1G and 1J in Chapter 23.49 of the Seattle Municipal Code.

..body

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Section 23.42.041 is added to the Seattle Municipal Code as follows:

23.42.041 Interim street activation

A. As shown on Map A for 23.48.740 in the Uptown Urban Center, Map A for 23.48.240 in the South Lake Union Urban Center, and Downtown Map 1G in the Downtown Urban Center, and excluding Special Review and Historic Districts, a use provided for interim street activation purposes set forth in this Section 23.42.041 is allowed to fulfill street-level use requirements in addition to uses allowed by the zone, for an interim period according to the provisions of this Section 23.42.041.

1. Eligibility. To qualify, an applicant must meet the following:

a. The Department must have issued a certificate of occupancy for the structure before the effective date of this ordinance.

b. The applicant must submit a complete application for the interim street-level use within 36 months after the effective date of this ordinance.

2. Structures with existing permit conditions or development standard limitations related to street-level uses for floor area ratio pursuant to Chapter 23.48, Section 23.49.011, or bonus floor area achieved for general sales and service uses pursuant to Sections 23.49.012 and

23.49.013, or related to past changes of use to existing structures, may have uses for interim street activation purposes pursuant to this Section 23.42.041 and will not require additional developer contributions, except as indicated in applicable provisions.

3. The use of a space may return from an interim street-level use to the previously established use at the property owner's or applicant's option; provided that, if the previously established use was a nonconforming use, Section 23.42.110 shall not apply in this instance.

4. Notwithstanding the future expiration of this Section 23.42.041, an approval for interim street-level uses or a permit that is issued or approved for issuance before the expiration of this Section 23.42.041 may continue as a non-conforming use consistent with Sections 23.42.100 through 23.42.110.

B. Permitted uses

1. In addition to the street-level uses permitted by the applicable zone, the following uses are permitted as other permissible street-level uses for the purpose of interim street activation, as shown on Map A for 23.48.740 in the Uptown Urban Center, Map A for 23.48.240 in the South Lake Union Urban Center, and Downtown Map 1G:

- a. Arts facilities, including art installations, that do not conflict with Chapter 23.55;
- b. Bicycle commuter shower facilities that are accessory to office uses;
- c. Food processing and craft work;
- d. Horticultural uses;
- e. Institutions, except hospitals or major institutions;

1 f. Lobbies, gyms, meeting rooms, shared working spaces, and other
2 similarly active uses accessory to residential or lodging uses limited to a street frontage of 30
3 feet;

4 g. Medical services;

5 h. Museums;

6 i. Public parks;

7 j. Public restrooms;

8 k. Sales and services, non-household;

9 l. Offices;

10 m. Research and development laboratories; and

11 n. Any similar use or activity that is determined by the Director to have
12 the likelihood of attracting and increasing pedestrian activity in the area such as extending the
13 duration of activity beyond 8 a.m. to 5 p.m. Monday to Friday or increasing the variety of goods
14 and services available.

15 2. The Director shall require the most active portions of interim street activation
16 uses allowed by Section 23.42.041, such as lobbies, waiting areas, and retail sales, to abut the
17 street-facing facade along street frontages where street-level uses are required by the zone.

18 C. Development standard flexibility

19 1. FAR exemption

20 a. In the Downtown Urban Center, floor area in uses provided for interim
21 street activation purposes shall not be chargeable floor area when located at street level or no
22 higher than one story above street level, when consistent with the provisions of subsection
23 23.49.011.B.

1 b. In Seattle Mixed zones in the South Lake Union and Uptown Urban
2 Centers, notwithstanding requirements in subsections 23.48.005.D, 23.48.220.B.2, and
3 23.48.720.C.4, floor area in uses provided for interim street activation purposes shall not be
4 chargeable floor area when located at street level or no higher than one story above a street-level
5 story.

6 c. In Downtown Urban Center locations eligible for interim street
7 activation, notwithstanding subsection 23.49.011.B.1.b.4, a mezzanine within a street-level use is
8 not chargeable floor area even if it interrupts the floor-to-floor heights within the minimum depth
9 stated in subsection 23.49.011.B.1.b.2.

10 d. In South Lake Union and Uptown Urban Center locations eligible for
11 interim street activation uses, notwithstanding subsection 23.48.040.C, a mezzanine within a
12 street-level use is not chargeable floor area even if it interrupts minimum floor-to-floor heights
13 and minimum depth stated in subsection 23.48.040.C.3.

14 e. For the purposes of this subsection 23.42.041.C.1, for floor area above
15 street level, changes from residential use to a commercial use provided for interim street
16 activation purposes is subject to mandatory housing affordability (MHA) provisions of
17 subsection 23.58B.020.B.

18 2. Minimum depth of street-level use

19 a. In Downtown Urban Center locations eligible for interim street
20 activation (Map 1G of Chapter 23.49), notwithstanding the provisions of subsection
21 23.49.011.B.1.b.2, a street-level use may have a minimum depth of 8 feet from the street-facing
22 facade.

b. In South Lake Union and Uptown Urban Center locations eligible for interim street activation, notwithstanding subsection 23.48.040.C, a street-level use may have a minimum depth of 8 feet from the street-facing facade.

Section 2. Section 23.42.108 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.42.108 Change from nonconforming use to conforming use

A. In any zone, a nonconforming use may be converted to any conforming use if all development standards are met.

B. In neighborhood residential zones, a nonconforming use may be converted to single-family dwelling unit, even if all development standards are not met.

C. In multifamily zones, a nonconforming nonresidential use may be converted to residential use even though all development standards are not met, if:

1. ~~((any))~~ Any applicable limits on density are met;
2. ~~((any))~~ Any nonconformity with respect to parking is not increased as a result of the conversion; and
3. ~~((in))~~ In LR1 zones the total number of dwelling units in an apartment is limited to three.

D. In commercial zones, or in downtown zones for uses provided for interim street activation purposes, a nonconforming use may be converted to any conforming use even if all development standards are not met.

E. In industrial zones, a nonconforming use may be converted to any conforming use even if all development standards are not met, provided that parking nonconformity shall not be increased as a result of the conversion.

Section 3. Section 23.48.005 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.48.005 Uses

* * *

D. Required street-level uses

1. One or more of the following uses listed in this subsection 23.48.005.D.1 are required, except as permitted by Section 23.42.041 for uses provided for interim street activation purposes that apply in the Uptown and South Lake Union Urban Centers: (i) at street ((-)) level of the street-facing facade along streets designated as Class 1 Pedestrian Streets shown on Map A for 23.48.240, except as required in subsection 23.48.205.C; (ii) at street ((-)) level of the street-facing facades along streets designated on Map A for 23.48.640; and (iii) at street ((-)) level of the street-facing facades along streets designated as Class 1 or Class 2 streets shown on Map A for 23.48.740:

- a. General sales and service uses;
- b. Eating and drinking establishments;
- c. Entertainment uses;
- d. Public libraries;
- e. Public parks;
- f. Arts facilities;
- g. Religious facilities;
- h. Light rail transit stations;
- i. Child care centers; and
- j. Low-income housing.

2. Standards for required street-level uses. Required street-level uses shall meet the development standards in subsection 23.48.040.C, and any additional standards for Seattle Mixed zones in specific geographic areas in the applicable subchapter of this Chapter 23.48.

* * *

Section 4. Section 23.48.020 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.48.020 Floor area ratio (FAR)

A. General provisions

1. All gross floor area not exempt under subsection 23.48.020.B counts toward the gross floor area allowed under the FAR limits.

2. The applicable FAR limit applies to the total non-exempt gross floor area of all structures on the lot.

3. If a lot is in more than one zone, the FAR limit for each zone applies to the portion of the lot located in that zone.

B. Floor area exempt from FAR calculations. The following floor area is exempt from maximum FAR calculations:

1. All underground stories or portions of stories.

2. Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.

3. As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Calculation of the allowance includes the remaining gross floor area after all exempt space allowed in this subsection 23.48.020.B has been deducted. Mechanical equipment

located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area.

4. All gross floor area for solar collectors and wind-driven power generators.

5. Bicycle commuter shower facilities required by subsection 23.54.015.K.8.

6. The floor area of required bicycle parking for small efficiency dwelling units or congregate residence sleeping rooms, if the bicycle parking is located within the structure containing the small efficiency dwelling units or congregate residence sleeping rooms. Floor area of bicycle parking that is provided beyond the required bicycle parking is not exempt from FAR limits.

7. Child care centers.

8. In low-income housing, all gross floor area for accessory human service uses.

9. Other uses permitted by interim street activation provisions in Section 23.42.041.

* * *

Section 5. Section 23.48.040 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.48.040 Street-level development standards

* * *

C. Development standards for required street-level uses. Street-level uses that are required by subsection 23.48.005.D, 23.48.605.C, or 23.48.805.B, and street-level uses exempt from FAR calculations under the provisions of subsection 23.48.220.B.2, 23.48.620.B.2, 23.48.720.B.2, or 23.48.820.B, whether required or not, shall meet the following development

standards. In the SM-NG zone, where street-level use requirements apply to a mid-block corridor, these standards shall be applied as if the mid-block corridor were a street.

1. Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.005.D.1 or uses provided for interim street activation purposes where they apply in the Uptown and South Lake Union Urban Centers. The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.

2. There is no minimum frontage requirement for street-level uses provided at locations where they are not required but are exempt from FAR calculations under the provisions of subsections 23.48.220.B.2, 23.48.620.B.2, 23.48.720.C.4, or 23.48.820.B.

3. The space occupied by street-level uses shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street level from the street-facing facade, except when the use is allowed by interim street activation provisions in Section 23.42.041.

4. If the minimum requirements of subsection 23.48.040.C.1 and the depth requirements of subsection 23.48.040.C.2 would require more than 50 percent of the structure's footprint to be occupied by required uses in subsection 23.48.005.D, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be occupied by the uses required by subsection 23.48.005.D.

5. Street-level uses shall be located within 10 feet of the street lot line, except for the following:

a. Required street-level uses may be located more than 10 feet from the applicable street lot line if they abut an outdoor amenity area provided to meet the requirements of Section 23.48.045, or other required or bonused amenity area or open space provided for in

1 this Chapter 23.48 that separates the portion of the street-facing facade including the required
2 street-level uses from the street lot line;

3 b. If a street-level setback is required from the street lot line by the
4 provisions of this Chapter 23.48 or Chapter 23.53, the 10-foot distance shall be measured from
5 the line established by the required setback; and

6 c. If development standards in this Chapter 23.48 require modulation of
7 the street-facing facade at street level, the required street-level uses may abut the street-level
8 setback area provided to comply with the modulation standards.

9 6. Pedestrian access to street-level uses shall be provided directly from the street,
10 from permitted outdoor common amenity area, or from open space abutting the street. Pedestrian
11 entrances shall be located no more than 3 feet above or below the grade of the sidewalk or
12 pedestrian walkway or at the same elevation as the abutting permitted outdoor common amenity
13 area or required or bonused open space.

14 * * *

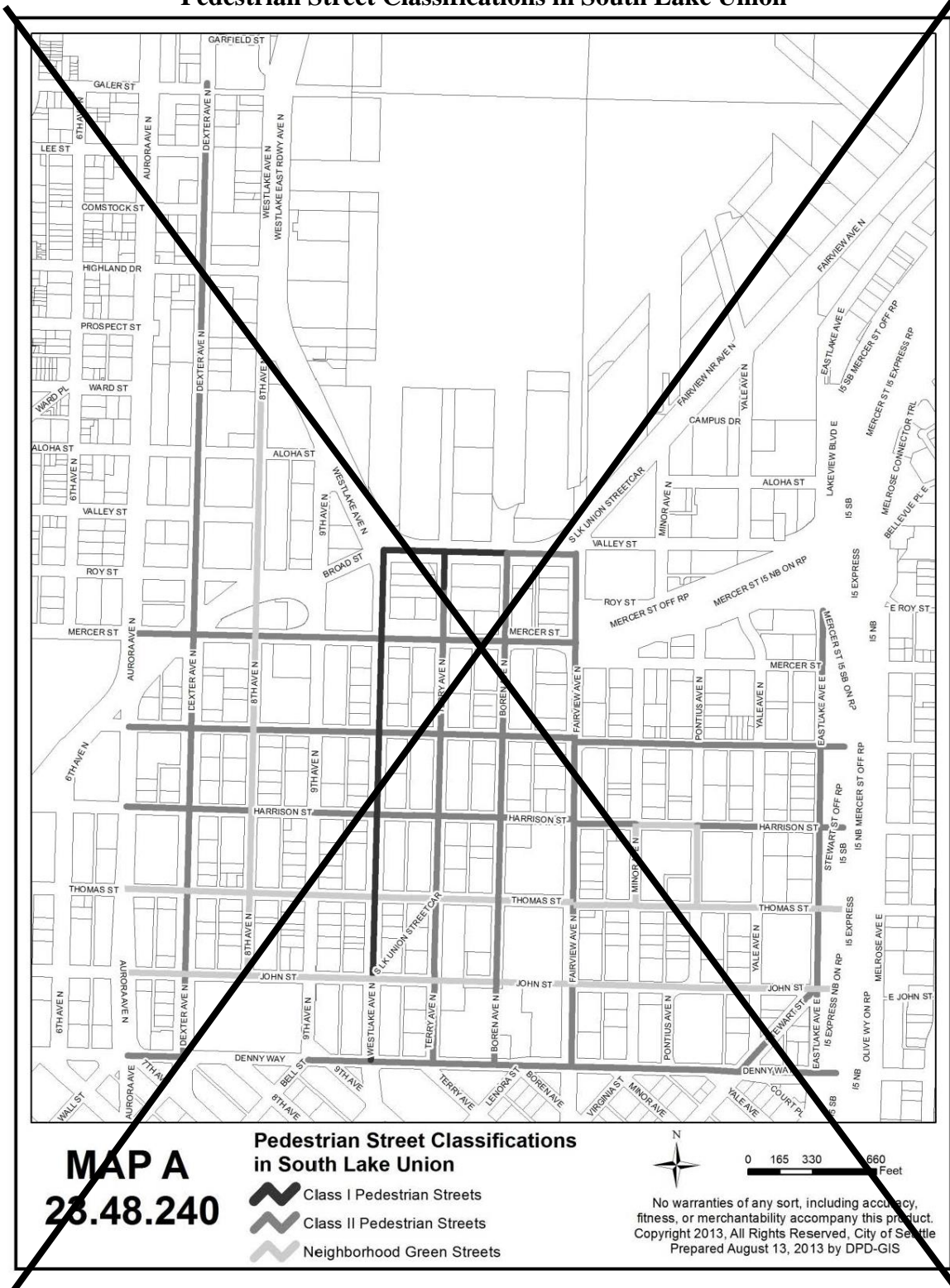
15 Section 6. Section 23.48.240 of the Seattle Municipal Code, last amended by Ordinance
16 125603, is amended as follows:

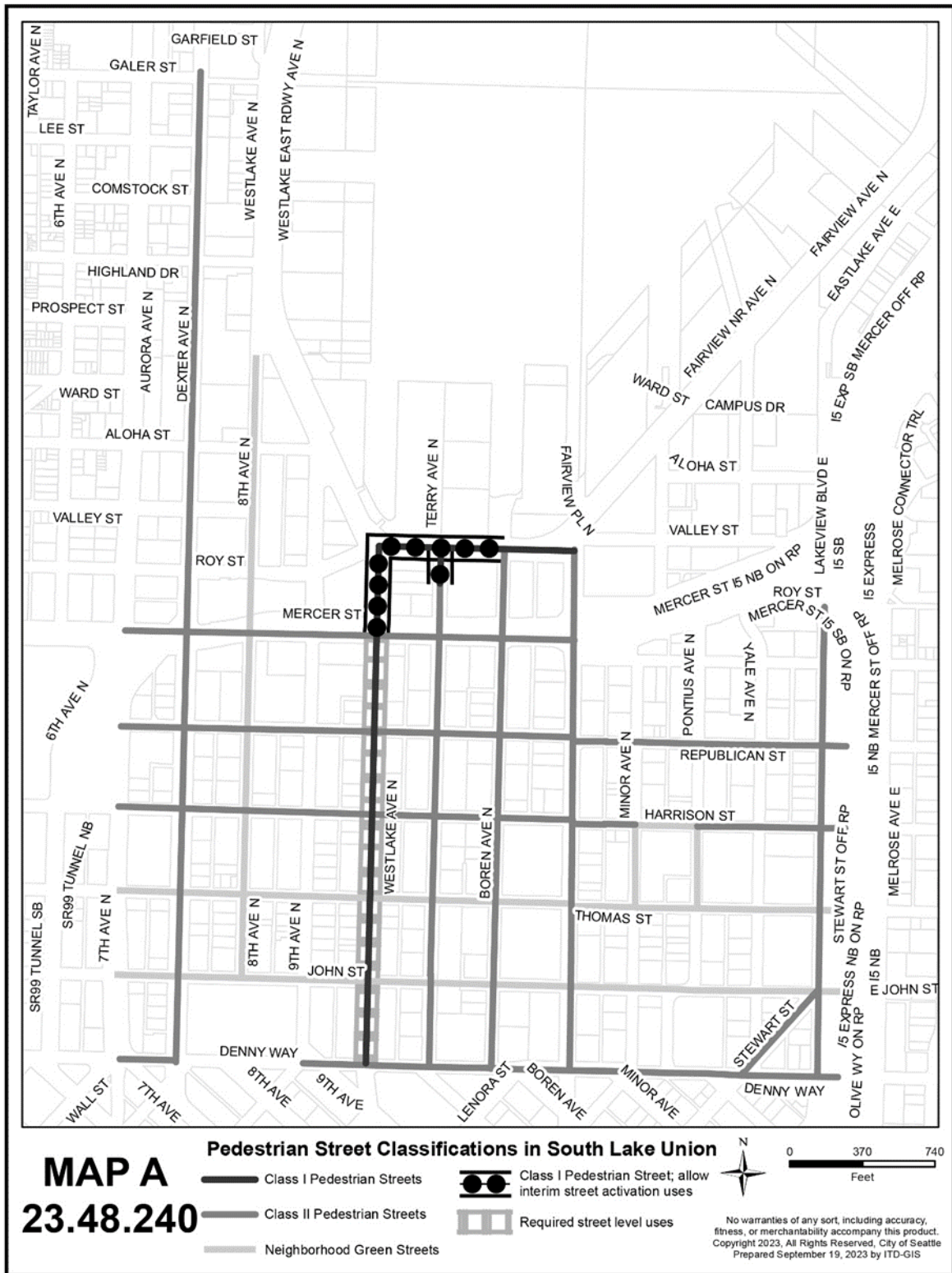
17 **23.48.240 Street-level development standards in South Lake Union Urban Center**

18 A. Street-level development standards in Section 23.48.040 apply to all streets in SM-
19 SLU zones designated as Class 1 Pedestrian Streets, Class 2 Pedestrian Streets, or Neighborhood
20 Green Streets as shown on Map A for 23.48.240.

21 * * *

Map A for 23.48.240 Pedestrian Street Classifications in South Lake Union





1
2

* * *

Section 7. Section 23.48.740 of the Seattle Municipal Code, last amended by Ordinance 126157, is amended as follows:

23.48.740 Street-level development standards in SM-UP zones

Street-level development standards in Section 23.48.040 apply to all streets in the SM-UP zones.

In addition, the following requirements apply:

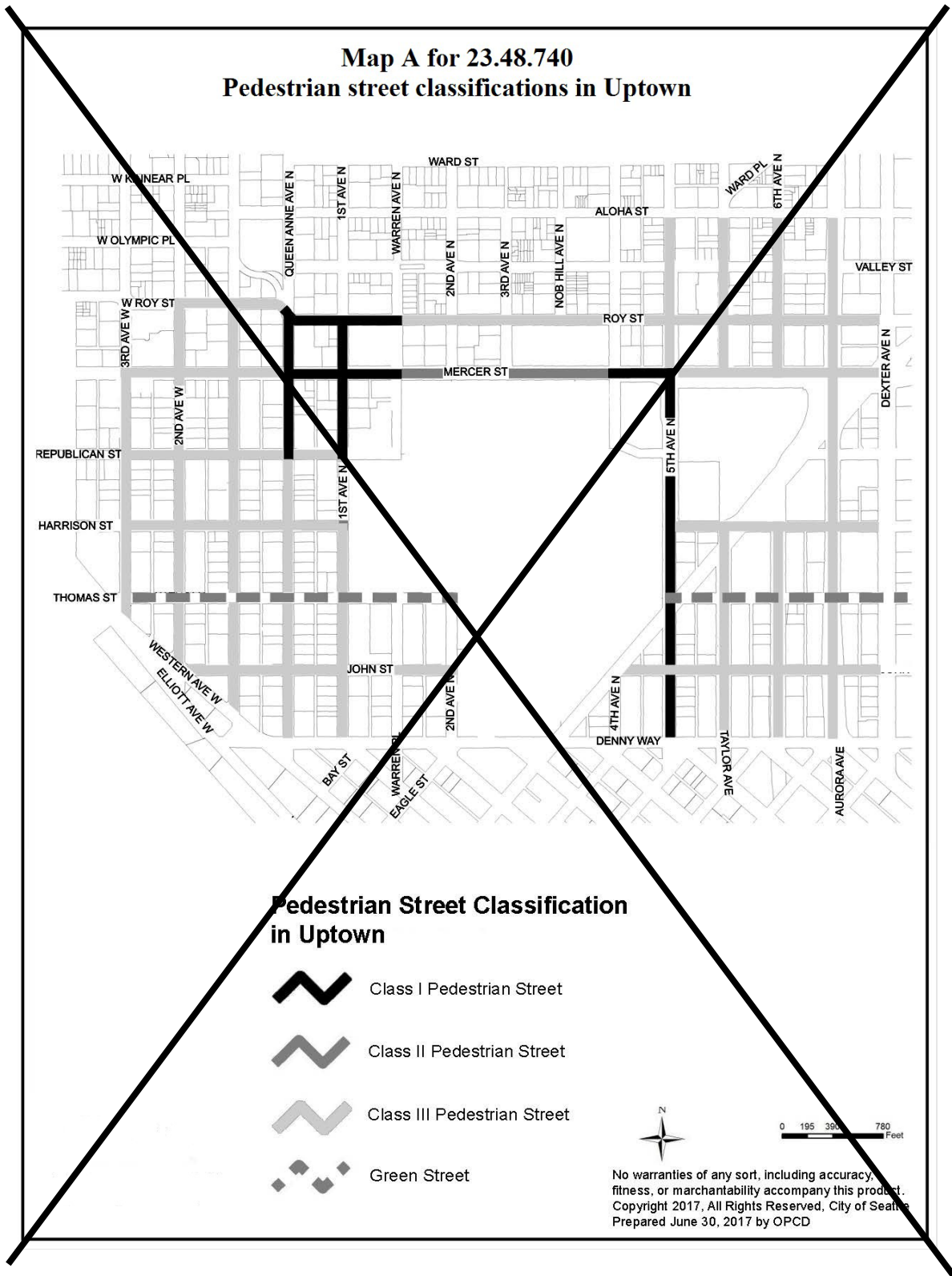
A. Street-level facade requirements; setbacks from street lot lines. Street-facing facades of a structure shall be built to the lot line except as follows:

1. The street-facing facades of structures abutting Class 1 Pedestrian Streets, as shown on Map A for 23.48.740, shall be built to the street lot line for a minimum of 70 percent of the facade length, provided that the street frontage of any required outdoor amenity area, other required open space, or usable open space provided in accordance with subsections 23.48.740.B and 23.48.740.C is excluded from the total amount of frontage required to be built to the street lot line.

2. If a building in the Uptown Urban Center faces both a Class 1 Pedestrian Street and a Class 2 Pedestrian Street a new structure is only required to provide a primary building entrance on the Class 1 Pedestrian Street.

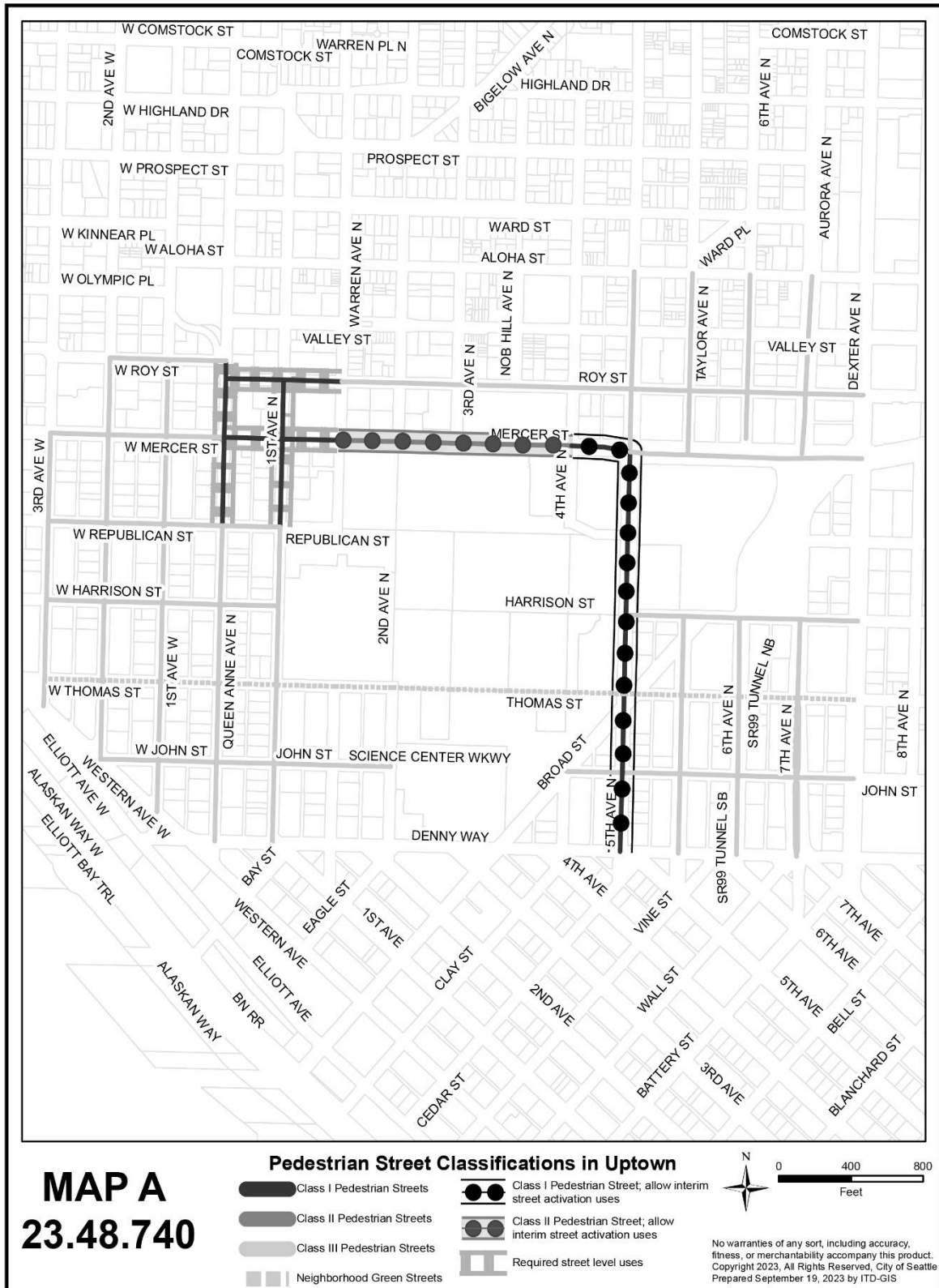
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Map A for 23.48.740 **Pedestrian street classifications in Uptown**



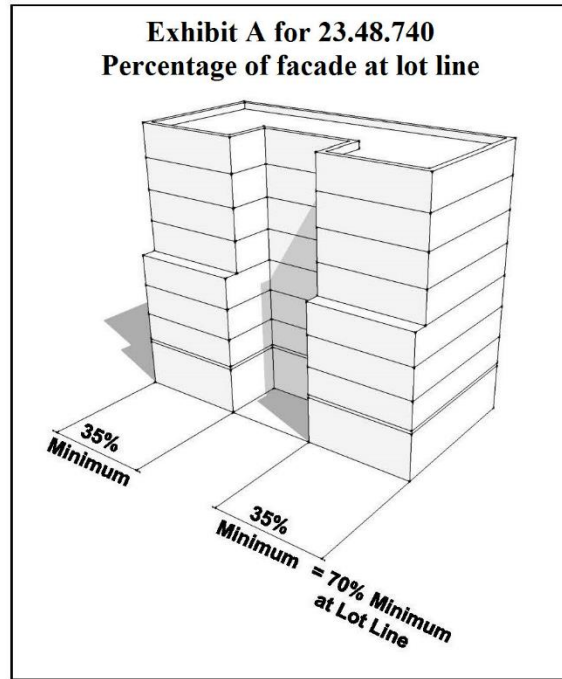
3

1



2

Exhibit A for 23.48.740
Percentage of facade at lot line



3. For streets designated as Class II and Class III Pedestrian Streets and Green Streets as shown on Map A for 23.48.740, and as specified in subsection 23.48.740.B.1, the street-facing facade of a structure may be set back up to 12 feet from the street lot line subject to the following (as shown on Exhibit B for 23.48.740):

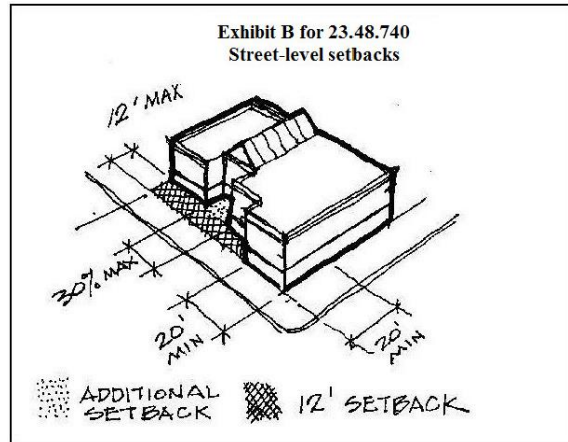
a. The setback area shall be landscaped according to the provisions of subsection 23.48.055.A.3;

b. Additional setbacks are permitted for up to 30 percent of the length of portions of the street-facing facade that are set back from the street lot line, provided that the additional setback is located 20 feet or more from any street corner; and

c. Any required outdoor amenity area, other required open space, or usable open space provided in accordance with subsection 23.48.740.B is not considered part of the

setback area and may extend beyond the limit on setbacks from the street lot line that would otherwise apply under subsection 23.48.740.B.

Exhibit B for 23.48.740
Street-level setbacks



* * *

Section 8. Section 23.49.009 of the Seattle Municipal Code, last amended by Ordinance 124680, is amended as follows:

23.49.009 Street-level use requirements

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

A. Types of uses. The following uses qualify as required street-level uses:

1. General sales and services;
2. Human service uses and child care centers;
3. Retail sales, major durables;
4. Entertainment uses;
5. Museums, and administrative offices within a museum expansion space

meeting the requirement of subsection 23.49.011.B.1.h;

6. Libraries;

7. Elementary and secondary schools, and colleges, except on lots zoned DRC;

8. Public atriums;

9. Eating and drinking establishments;

10. Arts facilities; and

11. Religious facilities; ~~((and))~~

12. Bicycle parking, provided that the use does not exceed 30 percent of the
frontage 23.49.009.B or 50 feet, whichever is less; ~~((;))~~ and

13. Other uses permitted by interim street activation provisions in Section
23.42.041.

B. General standards

1. The amount of street frontage required to be occupied by street-level uses is as
follows:

a. Except as provided in subsection 23.49.009.B.1.b, a minimum of 75
percent of each street frontage at street level where street-level uses are required must be
occupied by uses listed in subsection 23.49.009.A. The remaining 25 percent of the street
frontage at street level may contain other permitted uses and/or pedestrian or vehicular entrances.

b. The frontage required to be occupied by street-level uses is reduced to
50 percent, while the remaining 50 percent may contain other permitted uses and/or pedestrian or
vehicular entrances, for each street frontage that is 120 feet in length or less if either:

1) ~~((the))~~ The lot does not abut an alley, or

2) ~~((the))~~ The lot abuts more than one street requiring street-level
uses.

c. The frontage of the following is not counted in street frontage:

1) ~~((any))~~ Any exterior public open space that qualifies for a floor area bonus, whether it receives a bonus or not;

2) ~~((any))~~ Any eligible lot area of an open space TDR site;

3) ~~((any))~~ Any outdoor common recreation area required for residential uses; or

4) ~~((any))~~ Any open space required for office uses,

2. In the DRC zone, a combined total of no more than ~~((20))~~ 80 percent of the total street frontage of the lot may be occupied by uses provided for interim street activation purposes, human service uses, child care centers, customer service offices, entertainment uses or museums.

3. Required street-level uses shall be located within 10 feet of the street lot line, except as follows:

a. If a public open space that meets the eligibility conditions of the Downtown Amenity Standards abuts the street, the required street-level uses shall abut the open space;

b. If sidewalk widening is required by Section 23.49.022, the 10 feet shall be measured from the line established by the new sidewalk width; or

c. In the DMC 160 zone, if a continuous setback greater than 10 feet is provided from the Alaskan Way street lot line, as allowed in subsection 23.49.056.B.1.d, the required street-level uses shall abut the setback. The setback may be provided at grade or above a partially above-grade story.

4. Except for child care centers, pedestrian access to required street-level uses shall be provided as follows:

a. Pedestrian entrances shall be provided directly from the street and shall be located no more than 3 feet above or below sidewalk grade; or

b. Pedestrian entrances shall be provided from a bonused public open space, or other publicly accessible open space, and shall be at the same elevation as the abutting public open space; or

c. In the DMC 160 zone, if a partially above-grade story is provided that meets the conditions of subsection 23.49.011.B.1.u, pedestrian entrances to the required street-level uses shall be provided at the same elevation as the roof of the partially above-grade story.

Section 9. Section 23.49.011 of the Seattle Municipal Code, last amended by Ordinance 126914, is amended as follows:

23.49.011 Floor area ratio

* * *

B. Exemptions and deductions from FAR calculations

1. The following are not included in chargeable floor area, except as specified below in this Section 23.49.011:

a. Uses listed in subsection 23.49.009.A in a DRC zone and in the Major Retail Store and Shopping Atrium FAR Exemption Area identified on Map 1J of Chapter 23.49, up to a maximum FAR exemption of 2 for all such uses combined; ((;)) and other uses provided according to Section 23.42.041 in the FAR Exemption Area identified on Map 1J for those uses (excluding the Pike Place Market Historical District), up to a maximum FAR exemption of 2;

provided that for uses in the FAR Exemption Areas that are not in the DRC zone the uses are located no higher than the story above street level;

b. Street-level uses meeting the requirements of Section 23.49.009, Street-level use requirements, whether or not street-level use is required pursuant to Map 1G of Chapter 23.49, if the uses and structure also satisfy the following standards:

1) The street level of the structure containing the exempt space has a minimum floor-to-floor height of 13 feet, except that in the DMC 170 zone the street level of the structure containing the exempt space has a minimum floor-to-floor height of 18 feet;

2) The exempt space extends a minimum depth of 15 feet from the street-level, street-facing facade, except as allowed by interim street activation provisions in Section 23.42.041;

3) For the purposes of subsection 23.49.011.B.1, for floor area above street level, changes from residential use to commercial uses provided for interim street activation purposes are subject to mandatory housing affordability pursuant to subsection 23.58B.020.B;

~~((3))~~ 4) Overhead weather protection is provided satisfying Section 23.49.018; and

~~((4))~~ 5) A mezzanine within a street-level use is not included in chargeable floor area, if the mezzanine does not interrupt the floor-to-floor heights for the minimum depth stated in subsection 23.49.011.B.1.b.2, except as allowed by interim street activation provisions in Section 23.42.041. Stairs leading to the mezzanine are similarly not included in chargeable floor area;

- 1 c. Shopping atria in the DRC zone and adjacent areas shown on Map 1J,
2 ((of Chapter 23.49,)) provided that:
- 3 1) The minimum area of the shopping atria is 4,000 square feet;
4 2) The eligibility conditions of the Downtown Amenity Standards
5 are met; and
6 3) The maximum area eligible for a floor area exemption is 20,000
7 square feet;
- 8 d. Child care centers;
9 e. Human service use;
10 f. Residential use, except in the PMM zone, and provided that allowable
11 residential floor area is limited on lots from which TDP is transferred in accordance with Chapter
12 23.58A;
- 13 g. Live-work units, except in the PMM zone;
14 h. Museums, provided that the eligibility conditions of the Downtown
15 Amenity Standards are met;
16 i. The floor area identified as expansion space for a museum, if such
17 expansion space satisfies the following:
- 18 1) The floor area to contain the museum expansion space is owned
19 by the museum or a museum development authority; and
20 2) The museum expansion space will be occupied by a museum,
21 existing as of October 31, 2002, on a downtown zoned lot; and

3) The museum expansion space is physically designed in conformance with the Seattle Building Code standards for museum use either at the time of original configuration or at such time as museum expansion is proposed;

j. Performing arts theaters;

k. Floor area below grade;

l. Floor area that is used only for:

1) Short-term parking or parking accessory to residential uses, or both, subject to a limit on floor area used wholly or in part as parking accessory to residential uses of one parking space for each dwelling unit on the lot with the residential use served by the parking; or

2) Parking accessory to hotel use in the DMC 170 zone, subject to a limit of one parking space for every four hotel rooms on the lot, and provided that the exempt parking floor area is on the same lot as the hotel use served by the parking;

m. Floor area of a public benefit feature that would be eligible for a bonus on the lot where the feature is located, other than a Landmark structure eligible pursuant to subsection 23.49.011.A.2.j or a small structure eligible pursuant to subsection 23.49.011.A.2.k. The exemption applies regardless of whether a floor area bonus is obtained, and regardless of limits on the maximum area eligible for a bonus;

n. Public restrooms;

o. Major retail stores in the DRC zone and adjacent areas shown on Map 1J₂ ((of Chapter 23.49,)) provided that:

1) The minimum lot area for a major retail store development is 20,000 square feet;

2) The minimum area of the major retail store is 80,000 square feet;

3) The eligibility conditions of the Downtown Amenity Standards are met;

4) The maximum area eligible for a floor area exemption is 200,000 square feet; and

5) The floor area exemption applies to storage areas, store offices, and other support spaces necessary for the store's operation;

p. Shower facilities for bicycle commuters;

q. Floor area, excluding floor area otherwise exempt, up to a maximum of 25,000 square feet on any lot, within one or more Landmark structures for which a floor area bonus has been granted pursuant to subsection 23.49.011.A.2.j, or within one or more small structures for which a floor area bonus has been granted pursuant to subsection 23.49.011.A.2.k, or within any combination of such Landmark structures and such small structures, in each case only to the extent that the floor area satisfies the following criteria as determined by the Director:

1) The floor area is interior space of historic or architectural interest designed to accommodate the original function of the structure, and maintaining the integrity of this space prevents it from being fully utilized as commercial floor area;

2) The floor area is occupied by such uses as public assembly or performance space, human services, or indoor public amenities, including atrium or lobby area available for passive indoor recreation use or for the display of art or other objects of scientific, social, historic, cultural, educational, or aesthetic interest; and

1 3) The floor area is open and accessible to the public without
2 charge, on reasonable terms and conditions consistent with the nature of the space, during normal
3 operating hours of the building;

4 r. Up to 40,000 square feet of a streetcar maintenance base;

5 s. Up to 25,000 square feet of a community center in a DMR/C zone
6 within South Downtown that is open to the general public for a minimum of six hours per day,
7 five days per week, 42 weeks per year;

8 t. In the DMC 170 zone, hotel use that separates parking from the street lot
9 line on stories above the first story of a structure, up to a maximum total floor area equivalent to
10 1 FAR, provided that the depth of the separation between the parking and the street-facing facade
11 is a minimum of 15 feet;

12 u. In the DMC 170 zone, on lots abutting Alaskan Way, the floor area in a
13 partially above-grade story, provided that:

14 1) The height of the above-grade portion of the partially above-
15 grade story does not exceed 4 feet, measured from existing grade at the midpoint of the Alaskan
16 Way street lot line;

17 2) All portions of the structure above the partially above-grade
18 story are set back a minimum of 16 feet from the Alaskan Way lot line, except that horizontal
19 projections, including balconies with open railings, eaves, cornices, and gutters, may extend a
20 maximum of 4 feet into the setback area;

21 3) The roof of the portion of the partially above-grade story in the
22 setback area is accessible to abutting required street-level uses in the structure and provides open
23 space or space for activities related to abutting required street-level uses, such as outdoor dining;

4) Pedestrian access is provided from an abutting street to the roof of the portion of the partially above-grade story in the setback area; and

5) Up to 50 percent of the roof of the portion of the partially above-grade story in the setback area may be enclosed to provide weather protection, provided that the height of any feature or structure enclosing the space shall not exceed 20 feet, measured from the roof of the partially above-grade story;

v. Up to a maximum of 50,000 square feet of the floor area occupied by a City facility, including but not limited to fire stations and police precincts, but not a City facility predominantly occupied by office use;

w. Parking uses if:

1) The parking use sought to be exempted was legally established as of February 8, 2015;

2) The parking is in a structure that existed on January 1, 1980;

3) The structure is located west of Third Avenue in a DMC zone;

4) A minimum of 50 percent of the parking spaces will be available to the general public as short-term parking;

5) The existing structure and any proposed additions meet or are modified to meet the street-level use requirements of Section 23.49.009;

6) The existing structure and any proposed additions are subject to administrative design review regardless of whether administrative design review is required pursuant to Chapter 23.41; and

7) Any addition of non-exempt floor area to the existing structure is developed to LEED Gold standards; and

x. Floor area for an elementary school or a secondary school, except on lots zoned DRC, which may include minimum space requirements for associated uses including but not limited to academic core functions, child care, administrative offices, a library, maintenance facilities, food service, interior recreation, and specialty instruction space, provided that:

1) Prior to issuance of a Master Use Permit, the applicant shall submit a letter to the Director from the operator of the school indicating that, based on the Master Use Permit plans, the operator has determined that the development could meet the operator's specifications; and

2) Prior to issuance of a building permit, the applicant shall submit a written certification by the operator to the Director that the operator's specifications have been met.

y. The floor area of required bicycle parking for small efficiency dwelling units or congregate residence sleeping rooms, if the bicycle parking is located within the structure containing the small efficiency dwelling units or congregate residence sleeping rooms. Floor area of bicycle parking that is provided beyond the required bicycle parking is not exempt from FAR limits.

z. In the DMR/R 95/65 zone, lodging uses. This exemption from FAR limits does not apply to lodging uses created by converting residential uses to lodging uses in existing structures.

2. Mechanical equipment

a. As an allowance for mechanical equipment fully contained within a structure, three and one-half percent shall be deducted in computing chargeable gross floor area.

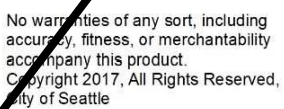
Calculation of the allowance excludes gross floor area exempt pursuant to subsection

23.49.011.B.1.

b. Mechanical equipment located on the roof of a structure shall not be
calculated as part of the total gross floor area of the structure.

Section 10. Maps 1G and 1J of Chapter 23.49 of the Seattle Municipal Code, last
amended by Ordinances 125371 and 126685, are amended as follows:

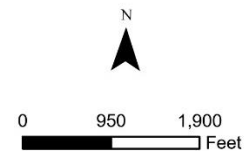
~~Street Level Uses Required~~



Street Level Uses Required



- Require active street level uses, per 23.42.041
- Allow interim street activation uses
- Special Review or Historic Districts



DOWNTOWN ZONING

Map 1G

Street Level Uses
Required




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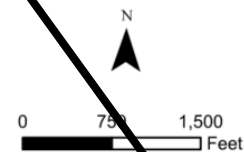
1

Map 1J: Public Amenity Features

Public Amenity and Other Features



- Hill Climb Assist
-  FAR Exemption Area: Uses Listed in 23.49.009.A, Major Retail Store and Shopping Atrium
-  Hillside Terrace
-  Shopping Corridor



DOWNTOWN ZONING

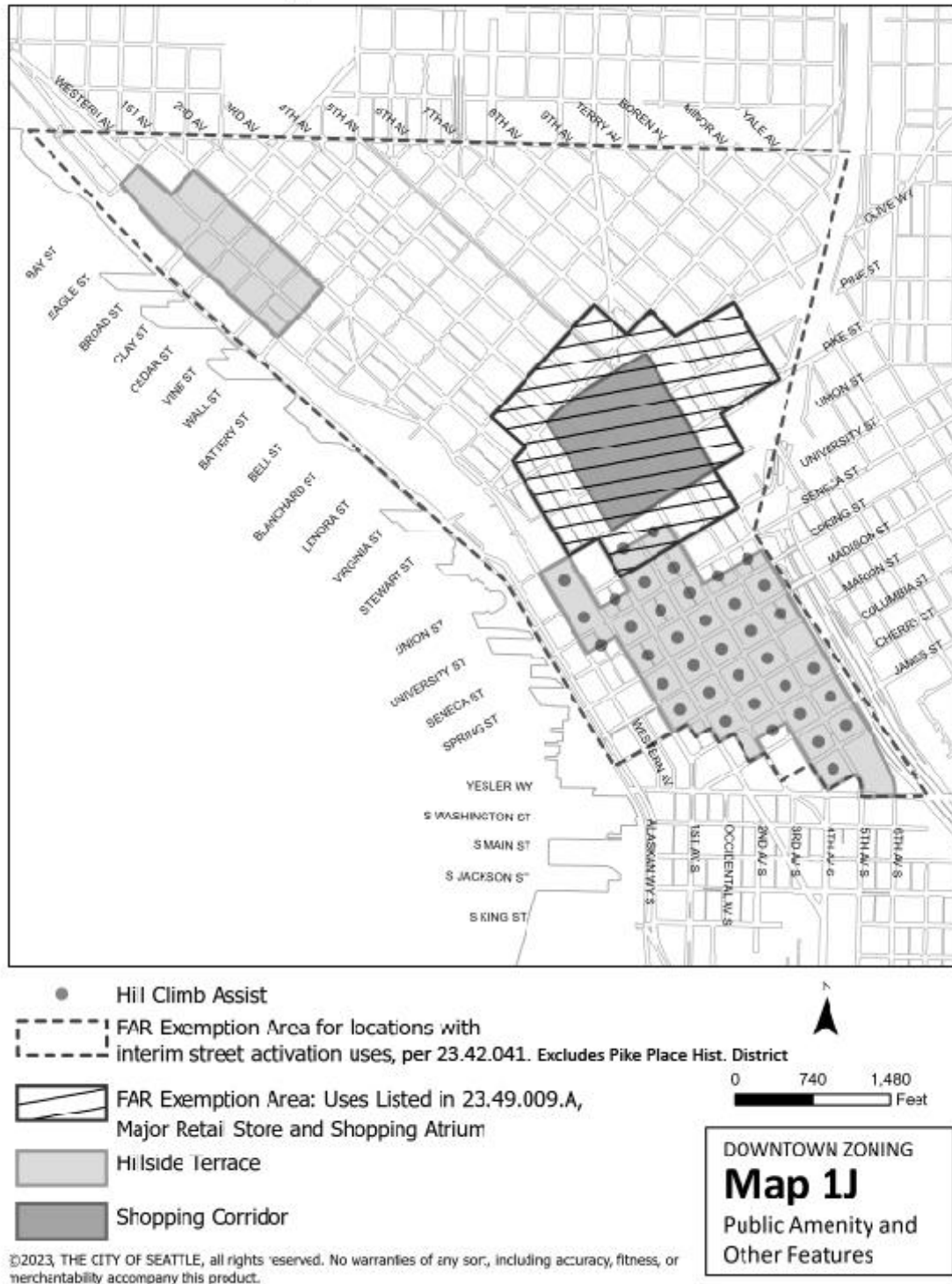
Map 1J

Public Amenity and
Other Features

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2

Public Amenity and Other Features



Section 11. Table A for Section 23.76.004 of the Seattle Municipal Code, which section was last amended by Ordinance 126821, is amended as follows:

23.76.004 Land use decision framework

* * *

Table A for 23.76.004 LAND USE DECISION FRAMEWORK ¹	
Director's and Hearing Examiner's Decisions Requiring Master Use Permits TYPE I Director's Decision (Administrative review through land use interpretation as allowed by Section 23.88.020 ²)	
*	Application of development standards for decisions not otherwise designated Type II, III, IV, or V
*	Uses permitted outright
*	Temporary uses, four weeks or less
*	Renewals of temporary uses, except for temporary uses and facilities for light rail transit facility construction
*	Intermittent uses
*	<u>Interim street activation use pursuant to Section 23.42.041</u>
	* * *
Footnotes for Table A for 23.76.004	
¹ Sections 23.76.006 and 23.76.036 establish the types of land use decisions in each category. This Table A for 23.76.004 is intended to provide only a general description of land use decision types.	
² Type I decisions may be subject to administrative review through a land use interpretation pursuant to Section 23.88.020.	
³ Shoreline decisions, except shoreline special use approvals that are not part of a shoreline substantial development permit, are appealable to the Shorelines Hearings Board along with all related environmental appeals.	

Section 12. Section 23.76.006 of the Seattle Municipal Code, last amended by Ordinance 126821, is amended as follows:

23.76.006 Master Use Permits required

A. Type I, II, and III decisions are components of Master Use Permits. Master Use Permits are required for all projects requiring one or more of these decisions.

B. The following decisions are Type I:

1. Determination that a proposal complies with development standards;

2. Establishment or change of use for uses permitted outright, uses allowed under Section 23.42.038, temporary relocation of police and fire stations for 24 months or less, transitional encampment interim use, temporary uses for four weeks or less not otherwise permitted in the zone, and renewals of temporary uses for up to six months, except temporary uses and facilities for light rail transit facility construction;

3. The following street use approvals:

a. Curb cut for access to parking, whether associated with a development proposal or not;

b. Concept approval of street improvements associated with a development proposal, such as additional on-street parking, street landscaping, curbs and gutters, street drainage, sidewalks, and paving;

c. Structural building overhangs associated with a development proposal;

d. Areaways associated with a development proposal;

4. Lot boundary adjustments;

5. Modification of the following features bonused under Title 24:

a. Plazas;

b. Shopping plazas;

c. Arcades;

d. Shopping arcades; and

e. Voluntary building setbacks;

6. Determinations of Significance (determination that an Environmental Impact Statement is required) for Master Use Permits and for building, demolition, grading, and other construction permits (supplemental procedures for environmental review are established in

Chapter 25.05, Environmental Policies and Procedures), except for Determinations of
Significance based solely on historic and cultural preservation;

7. Discretionary exceptions for certain business signs authorized by subsection
23.55.042.D;

8. Waiver or modification of required right-of-way improvements;

9. Reasonable accommodation;

10. Minor amendment to Major Phased Development Permit;

11. Streamlined design review decisions pursuant to Section 23.41.018 if no
development standard departures are requested pursuant to Section 23.41.012, and design
review decisions in an MPC zone if no development standard departures are requested
pursuant to Section 23.41.012;

12. Shoreline special use approvals that are not part of a shoreline substantial
development permit;

13. Determination that a project is consistent with a planned action ordinance,
except as provided in subsection 23.76.006.C;

14. Decision to approve, condition, or deny, based on SEPA policies, a permit
for a project determined to be consistent with a planned action ordinance;

15. Determination of requirements according to subsections 23.58B.025.A.3.a,
23.58B.025.A.3.b, 23.58B.025.A.3.c, 23.58C.030.A.2.a, 23.58C.030.A.2.b, and
23.58C.030.A.2.c;

16. Decision to increase the maximum height of a structure in the DOC2
500/300-550 zone according to subsection 23.49.008.F;

17. Decision to increase the maximum FAR of a structure in the DOC2 500/300-550 zone according to subsection 23.49.011.A.2.n;

18. Minor revisions to an issued and unexpired MUP that was subject to design review, pursuant to subsection 23.41.008.G;

19. Building height departures for minor communication facilities in downtown zones, pursuant to Section 23.57.013;

20. Application of tree provisions pursuant to Chapter 25.11; ~~((and))~~

21. Interim street activation uses pursuant to Section 23.42.041; and

((21)) 22. Other Type I decisions.

* * *

Section 13. This ordinance shall automatically expire 36 months after its effective date unless the Council takes action to either extend it as provided by statute or terminate it sooner.

Section 14. The provisions of this ordinance are declared to be separate and severable.

The invalidity of any clause, sentence, paragraph, subdivision, section, subsection, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 15. This ordinance shall take effect as provided by Seattle Municipal Code
Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2024,
and signed by me in open session in authentication of its passage this _____ day of
_____, 2024.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2024.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2024.

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Seattle Department of Construction and Inspections	Gordon Clowers	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to land use and zoning; adopting interim provisions to facilitate occupancy of street-level spaces in the Downtown, South Lake Union, and Uptown Urban Centers; adding a new Section 23.42.041 to the Seattle Municipal Code; and amending Sections 23.42.108, 23.48.005, 23.48.020, 23.48.040, 23.48.240, 23.48.740, 23.49.009, 23.49.011, 23.76.004, and 23.76.006, and Downtown Overlay Maps 1G and 1J in Chapter 23.49 of the Seattle Municipal Code.

Summary and background of the Legislation: The Seattle Department of Construction and Inspections (SDCI), Office of Planning and Community Development (OPCD), and the Department of Neighborhoods (DON) are proposing land use legislation to temporarily add more flexibility and variety to the uses required to occupy street-level spaces. Along with new opportunities for flexible design and layout of these uses in the first two floors of buildings, the legislation will encourage the filling of vacant spaces by enabling a larger pool of potential tenants.

The intent of this legislation is to encourage new investments in Seattle’s core to support economic recovery over the next three years. It also aims to better activate street environments by encouraging greater continuity of occupied street-level uses and “eyes on the street.”¹

The legislation affects certain streets in the Downtown, South Lake Union, and Uptown Urban Centers where the street-level uses are currently limited by the Land Use Code to certain kinds of active uses like retail and restaurant uses.

The proposal is similar to the interim Ordinance 126421 (effective September 2021 through September 2022), which was prompted by the economic impacts of the COVID 19 pandemic.

The legislation includes the following:

1. **Greater flexibility in types of permitted uses at the street level.** Currently, in several mapped streets, the Land Use Code requires street-level uses to be only the most “active” categories of uses (like retail, bars/restaurants and entertainment uses) and a few types of cultural and community facilities (like libraries, museums, childcare, and religious

¹ The proposal is similar to the interim Ordinance 126421 (effective September 2021 through September 2022), which was prompted by the economic impacts of the COVID 19 pandemic.

facilities). This is meant to provide for engaging, pedestrian-oriented street environments that are continuously occupied by street-level uses that attract visitors and activity. But in 2024, too many vacant spaces are jeopardizing those qualities and contributing to economic challenges in Seattle’s core urban centers. The proposal would allow more flexibility for a greater variety of less-active uses, such as offices, research and development laboratories, art installations, co-working spaces, and a variety of other institutional uses, including medical offices, food processing/craft work, horticultural uses, and non-household sales and services.

2. **Reduced minimum depth of use.** Street-level uses could be located in spaces with minimum depths of 8 feet, in contrast to existing depth requirements of 15 feet in Downtown and 30 feet in South Lake Union and Uptown.
3. **Greater flexibility in floor area density limit exemptions, to encourage design flexibility and more occupancy of spaces on the first two floors of buildings.** Greater flexibility in floor area density limit provisions would allow street-front uses to include second-floor and mezzanine spaces in them, while not counting them as “chargeable” toward floor area density limits. Spaces could include mezzanine and second-floor spaces in street-level uses, encouraging renovation of existing building spaces for larger and more diverse kinds of uses, such as multi-floor restaurants, retail spaces, or as part of hotel uses.
4. **Duration of permit.** The proposal treats these permits like any other and would allow the use to remain after the temporary rules expire. The permitted uses would become non-conforming, but could stay in perpetuity. This would encourage a tenant to stay for the long-term, to recoup over time the costs of obtaining permits and making improvements.
5. **Where the temporary flexibility would apply.** The proposal applies to most areas in the Downtown Urban Center and in selected portions of the South Lake Union and Uptown Urban Center that have street-level use restrictions. See the attached maps. This includes:
 - Portions of Westlake Avenue and Valley Street in South Lake Union.
 - Portions of Mercer Street and 5th Avenue North in Uptown.
 - Several portions of Downtown in Belltown, Commercial Core, and Denny Triangle, except for certain key streets like Pike and Pine Streets and blocks closest to Pike Place Market.

To qualify for an interim street activation use, a location must have a certificate of occupancy that was already issued before the ordinance becomes effective; and, a complete application for the interim use must be submitted and accepted within 36 months of the ordinance effective date. The ordinance automatically expires 36 months after the effective date.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project?

☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City?

☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No financial impacts, direct or indirect, are anticipated from adoption of this legislation. The cost of administering the proposal is anticipated to be covered by existing fees and with existing staff. Upgrades to the permit tracking system to aid SDCI in tracking permits under this legislation are covered by existing resources.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

SDCI does not anticipate direct or indirect costs associated with the legislation; if an additional volume of permit applications are made for tenant improvement permits in existing buildings' vacant spaces, permit fees are expected to cover the costs of review. Existing resources will be sufficient to train staff about a wider range of candidate uses that can occupy spaces in certain areas (broadening from a narrow retail-focused range of uses), create public information materials, and adjust business practices if needed. No significant technology changes are anticipated.

Please describe any financial costs or other impacts of *not* implementing the legislation.

There is no direct financial cost of not implementing the legislation. Failure to implement this or similar legislation could prolong challenges that the City is facing to help fill vacant spaces in downtown storefronts in order to generate economic activity and tax revenue.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

The legislation would affect, and has been developed in partnership with the Office of Planning and Community Development (OPCD), and with consultation of the Department of Neighborhoods (DON). SDCI, and possibly DON, will review permit applications that may use this legislation. No impacts to any departments are anticipated.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

No. The legislation would not directly affect any specific piece of property but would modify the type of businesses allowed on properties along streets with street-level use requirements within the South Lake Union Urban Center, Uptown Urban Center, and Downtown Urban Center (excluding the International Special Review District, Pioneer Square Preservation District, and Pike Place Market Historical District).

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

The proposal is intended to create opportunities for new businesses and jobs, which may extend to BIPOC communities. Further actions are anticipated to help BIPOC-owned businesses and job seekers benefit from the proposal, including communication in multiple languages. OPCD and SDCI are working with other departments and offices on methods and materials to help BIPOC and other businesses navigate the permit process, and provide priority processing.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

No specific RET or equity analysis was prepared.

- iii. What is the Language Access Plan for any communications to the public?**

Access to language translation services is available, if needed. No language access plan was prepared.

- d. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation will likely result in a reduction of greenhouse gas emissions. To the extent that the legislation facilitates incrementally more businesses providing goods and services downtown, the legislation could marginally increase the number of Seattle residents able to meet daily needs without the use of a car.

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

This legislation increases Seattle's resiliency and its ability to adapt to climate change by encouraging provision of a greater range of goods and services in the center city area.

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

Not applicable.

5. CHECKLIST

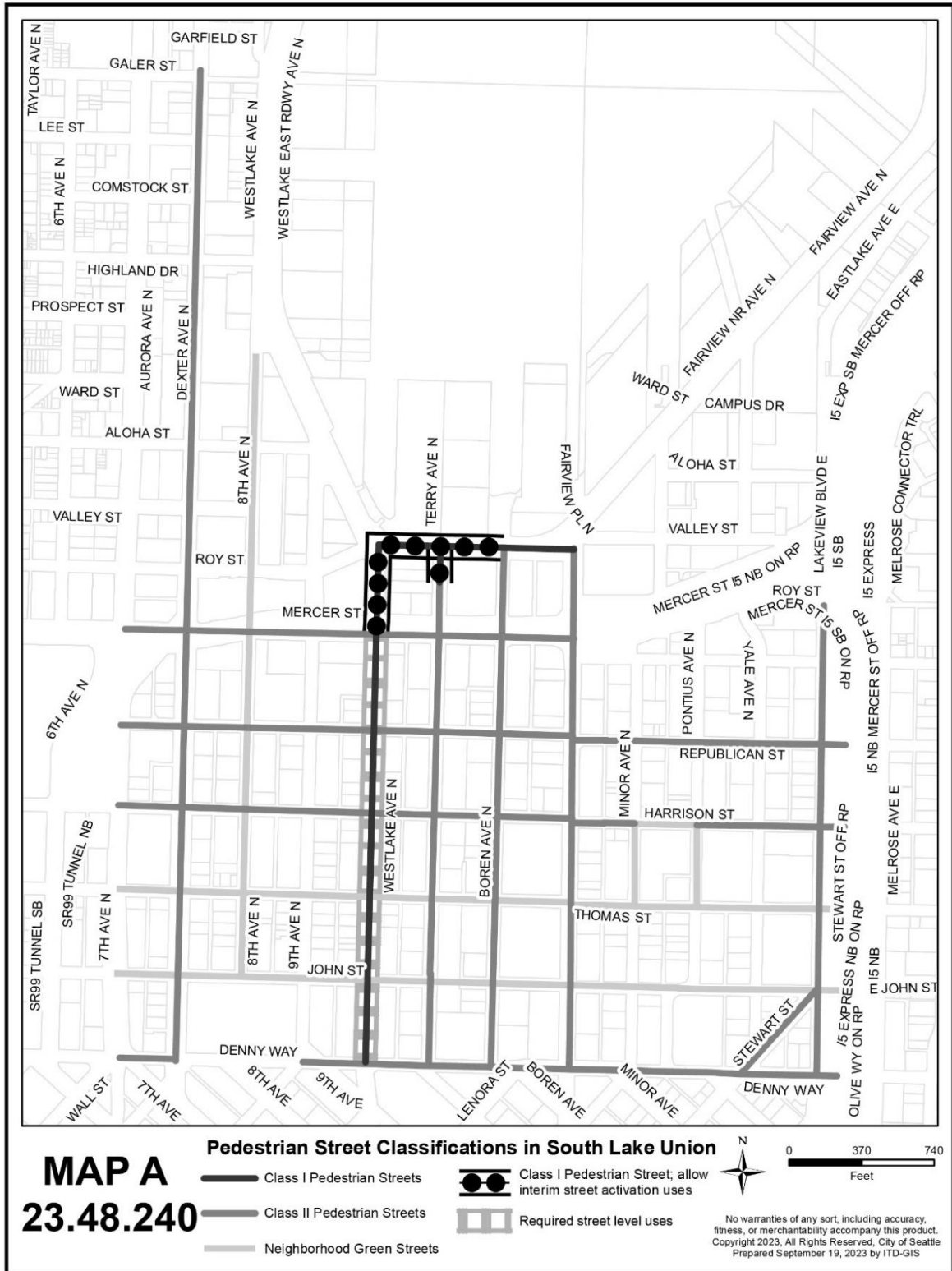
- ☒ **Is a public hearing required?** The City Council will hold a public hearing.
- ☒ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?** Notice of the environmental review decision and the public hearing will be posted in the DJC.
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

6. ATTACHMENTS

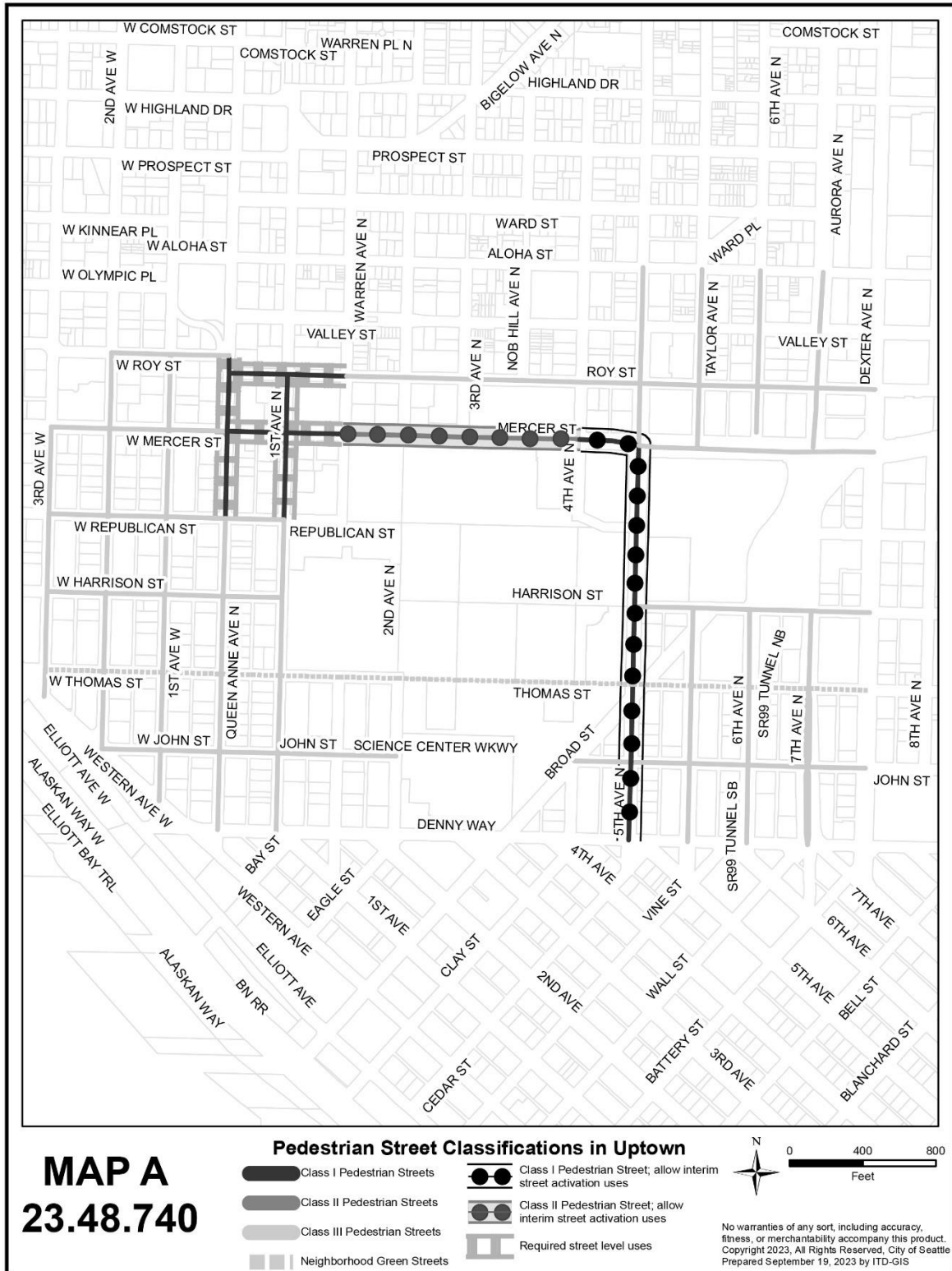
Summary Attachments:

Summary Att A - Map A for 23.48.240 (South Lake Union)
Summary Att B - Map A for 23.48.740 (Uptown)
Summary Att C - Downtown Map 1G
Summary Att D - Downtown Map 1J
Summary Att E - Determination of Non-Significance

Attachment: Map A for 23.48.240



Attachment: Map A for 23.48.740

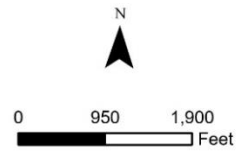


Attachment: Downtown Map 1G

Street Level Uses Required



- Require active street level uses, per 23.42.041
- == Allow interim street activation uses
- Special Review or Historic Districts



DOWNTOWN ZONING
Map 1G
Street Level Uses
Required



**ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

**SEPA Threshold Determination
for
Street Activation legislation**

Project Proponent: City of Seattle

BACKGROUND AND PROPOSAL

Adoption of the proposed legislation is a non-project action that updates and amends various provisions of the Land Use Code, on an interim basis. The proposal is similar to prior land use legislation, adopted in Ordinance 126421. The proposal would add more flexibility for a broader range of uses than currently allowed in the Downtown, Uptown, and South Lake Union Urban Centers on certain streets with street-level use requirements. The proposal also includes amendments to certain development standards. The applicable area has lost many businesses that relied on office workers, tourists, recreational visitors, and convention participants. Economic recovery since has occurred unevenly. The result is many vacant spaces, reduced activity on greater downtown area sidewalks, reduced continuity of occupied uses at ground level, and a less engaging and vibrant neighborhood environment.

Proposal

The proposal would temporarily expand the variety of uses that the Land Use Code allows to locate in certain portions of Downtown, Uptown, and South Lake Union in street-level spaces and second floors to help fill vacancies in existing buildings and promote streets that are better activated by abutting occupied spaces. The proposal is for a three-year effective period, during which a property or business owner could apply for a permit to establish a type of street-level use that is not allowed under the existing code. The proposal includes the following:

1. **Broaden the uses allowed along street level sidewalks.** Currently, along several mapped streets, the Land Use Code limits allowed street-level uses to categories like retail, bars/restaurants, entertainment uses, and cultural and community facilities (like libraries, museums, childcare, and religious facilities). This is meant to provide engaging, pedestrian-oriented street environments that are continuously occupied by street-level uses that attract visitors and activity. This is seen as contributing to positive neighborhood attributes and amenities. But, recognizing that vacant spaces lack those positive qualities, the proposal would allow more flexibility for a greater variety of uses, to encourage the occupation of vacant spaces that will benefit neighborhoods by maintaining continuity of street-level occupied uses and increasing activity levels. The proposed additional uses include but are not limited to offices, research and development laboratories, art installations, community centers and a variety of other institutional uses, medical offices, food processing/craft work, horticultural uses, and non-household sales and services (like restaurant supply stores for example). Also, the proposal allows for the SDCI Director to allow other similar uses and activities that would increase pedestrian activity or increase the variety of goods and services available. While the uses may be

slightly less active than the uses currently allowed in the affected neighborhoods, they would provide more options to fill empty spaces.

2. **Reduced minimum depth of use.** The proposal allows for street-level uses to occur in spaces with minimum depths of 8 feet, in contrast to existing depth requirements of 15 feet in Downtown and 30 feet in South Lake Union and Uptown.
3. **Greater flexibility in floor area density limit exemptions, to encourage more occupancy of spaces on the first two floors of buildings.** The proposal includes more code flexibility that would reduce the restrictiveness of development standards and clarify floor area density limit provisions. This would allow street-front uses to include second-floor and mezzanine spaces, while not counting the space as “chargeable” toward floor area density limits (“FAR¹” limit), and also encourage the filling of vacant spaces on second floors of existing buildings with a broader variety of uses. This would give landlords more options for tenants, and increase flexibility in design of street-level spaces to include mezzanines and second-floors.
4. **Durability of permit.** The proposal treats these permits like any other and would allow the uses permitted as interim activation uses to remain after the temporary rules expire. The permitted uses would become non-conforming (grandfathered) uses, but could stay in perpetuity, and could even change from one non-conforming use to another non-conforming use. Minor renovations and expansions of structures with these uses could also occur as described in SMC Chapter 23.42. This would encourage a tenant to stay for the long-term, to recoup over time the costs of obtaining permits and making improvements.
5. **Where the proposal would apply.** The proposal would apply to most areas in the Downtown Urban Center (except Pioneer Square, Chinatown/International District, and Pike Place Market Historical District), and in selected portions of the South Lake Union and Uptown Urban Centers that have street-level use restrictions. See the maps on the following pages.

Downtown

-- The proposal updates Downtown Map 1G to accommodate proposed flexibility on most streets with street-level use requirements in Belltown, the commercial core, and Denny Triangle, except for a limited number of corridors (such as Pike and Pine Street, avenues near Pike Place Market, and a few other places) where the existing active street-level use requirements would still be in effect;

South Lake Union

-- North of Mercer Street, blockfaces on Westlake Avenue, Valley Street, and Terry Street that are subject to street-level use requirements;

Uptown

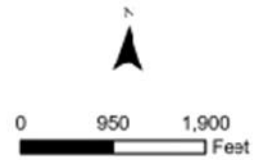
-- Blockfaces on Mercer Street east of Warren Avenue N to 5th Avenue N, and 5th Avenue N south of Mercer Street to Denny Way.

¹ FAR is “floor area ratio,” a measure of a building’s density. 1 FAR equals the total area of the property in square feet, meaning a building that fully covers a property with two floors is equivalent to 2 FAR. In Downtown, density limits are typically defined only for non-residential uses, and some kinds of non-residential floor area are exempt from being counted against the density limit.

Street Level Uses Required

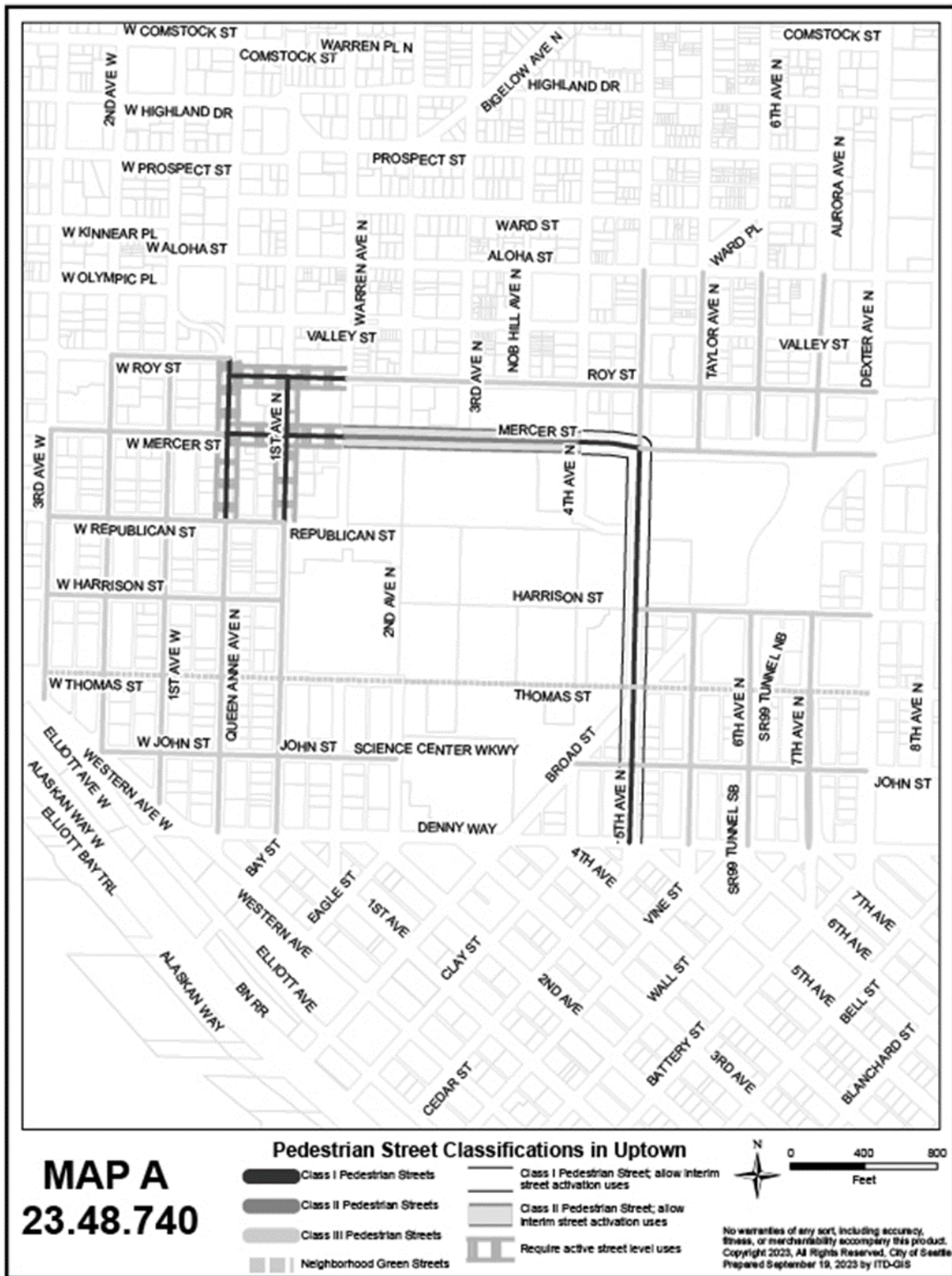


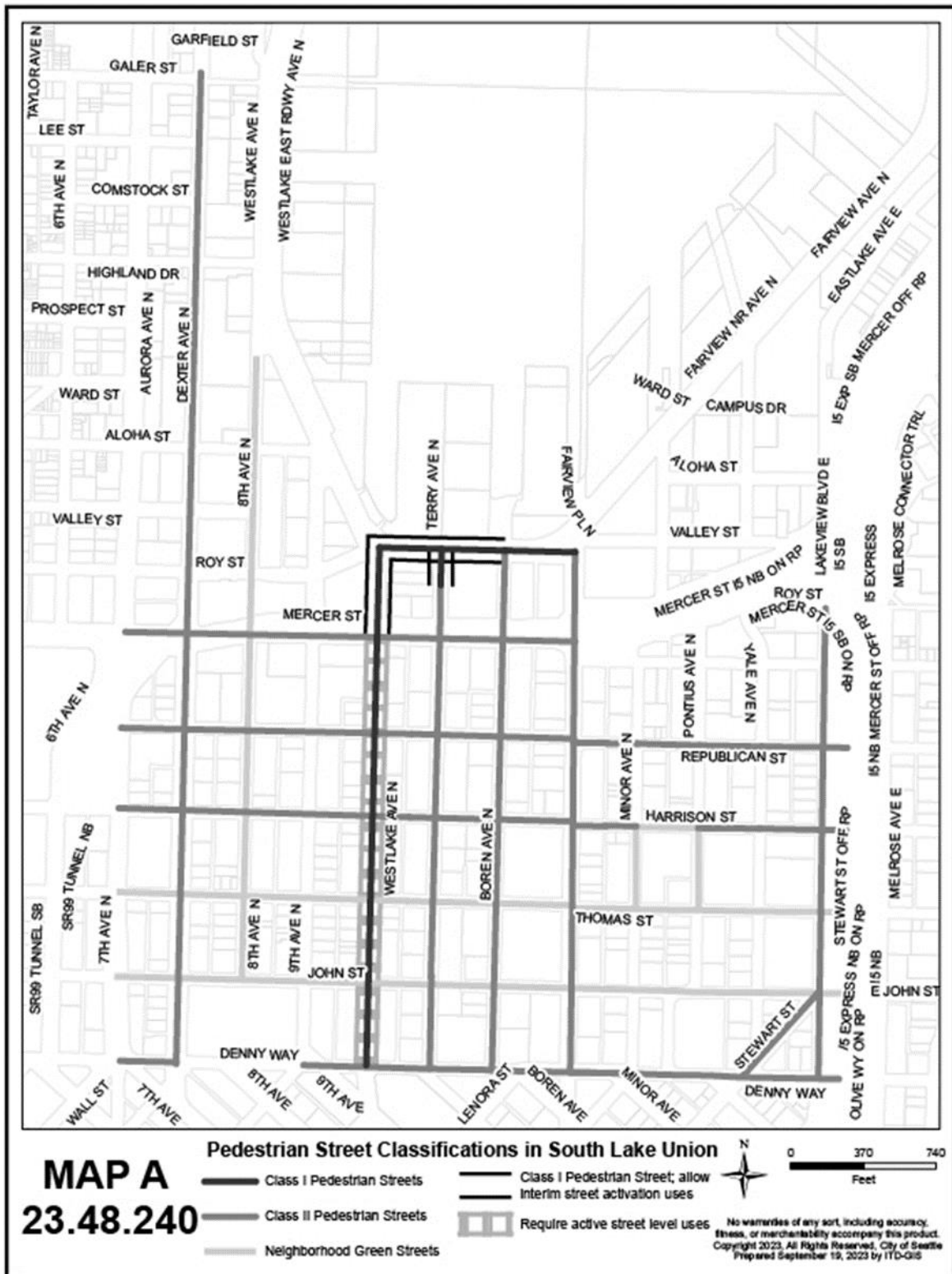
- Require active street level uses, per 23.42.041
- Allow interim street activation uses
- Special Review or Historic Districts



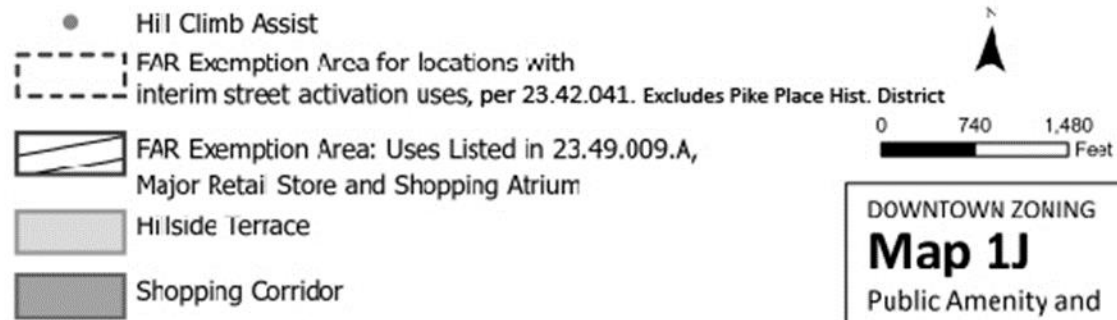
DOWNTOWN ZONING
Map 1G
Street Level Uses
Required

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Public Amenity and Other Features



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Public Comment

The changes to the Land Use Code require City Council approval. Opportunity for public comment will occur during Council meetings and hearings. The ordinance and this environmental review and SEPA Determination will be available online for public comments.

ANALYSIS – OVERVIEW

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The following report describes the analysis conducted to determine that the non-project action is not likely to result in *probable significant adverse environmental impacts*. This threshold determination is based on:

- the language of the proposed amendments and related contents as described above;
- the information contained in the *SEPA checklist* (dated September 11, 2023), including annotations made by SDCI staff;
- review of materials prepared as background information about the code amendments, prepared by City staff; and
- the experience of the SDCI analyst in reviewing similar documents and actions.

ELEMENTS OF THE ENVIRONMENT

Short-Term and Long-Term Impacts

A. Natural Environment

Earth, Water, Water Quality, Plants/Animals/Fisheries/Marine Life

The action is not expected to generate significant adverse impacts for these natural environmental elements, at a non-project level or in its potential for cumulative impacts related to future development influenced by the action.

Seattle is mostly urbanized in its development patterns, but it also has retained greenbelts, hillsides, stream, river, bay, and lake environments with diverse kinds of plant, animal, fish and marine habitats. This includes many shoreline edges hosting birds, fish, and other marine life.

- Wildlife on land largely includes those species habituated to urban areas and fragmented vegetated areas in the city, with common types including squirrels, opossum, coyotes, and a variety of bird species including eagles. Threatened, protected, or endangered species that could be present near future development include heron, and salmon in locations downstream via natural drainages.
- Seattle has numerous soil types, including mineral soils dominated by clay, silt, or sand, as well as organic soils such as peats and mucks. No agricultural soils or prime farmland are located within the Seattle corporate limits. As a densely urbanized area, much of Seattle's native soils have been extensively altered by filling, grading, and other activity. The affected areas of this proposal may include remnants of native glacial-till-related soils throughout, and other layers composed of silty and clay-influenced soils in Uptown,

and Holocene era “lake deposits” with silt, clay, and organic deposits in the vicinity of Lake Union.

- The Seattle area is known to be in an active seismic area, as is the entire Puget Sound region. The City’s geologically hazardous areas are defined by SDCI as environmentally critical areas (ECAs). Unstable soils and surfaces occur primarily in two contexts: 1) steep slopes and landslide-prone areas, where a combination of shallow groundwater and glacial sediments deposited in layers with variable permeability increases the risk of landslides; and 2) areas of fill or alluvial soils where loose, less cohesive soil materials below the water table with potential for liquefaction during earthquakes.
- Most of Seattle is located within the Lake Washington/Cedar/Sammamish Watershed (Watershed Resource Inventory Area [WRIA] 8). The Duwamish Waterway and Elliott Bay are part of the Green/Duwamish and Central Puget Sound Watershed (WRIA 9). Seattle’s surface waters include marine areas (Puget Sound), rivers, lakes, and creeks. Rivers and creeks include but are not limited to the Duwamish waterway, Longfellow, Fauntleroy, Taylors, Thornton, and Pipers Creek. Freshwater lakes include the Lake Union/Ship Canal, Green, Haller, and Bitter Lakes and numerous ponds and wetlands.

This non-project action will result in no direct adverse or significant adverse impacts to earth, water, plants, animals, fish, or marine life environmental elements because it does not directly propose development of new buildings. Similarly, this analysis identifies no adverse or significant adverse indirect or cumulative environmental impacts of this kind. All or nearly all new activities generated by the action would consist of tenant improvements or other building alterations occurring within existing buildings along certain streets of Downtown, Uptown, and South Lake Union Urban Centers. In these neighborhoods, most outdoor areas are paved or in hardscapes with limited presence of tended landscaping and a few manmade or previously altered sloped areas intermittently located. As such, the action’s influence on future uses will not likely lead to different levels of disturbance of outdoor areas, nor disturbances of environmentally critical areas, nor increases in development-related runoff or erosion, nor adverse changes in wildlife habitat or fisheries habitat. Therefore, degradation of these elements of the environment generating significant adverse impacts is not likely to occur.

Air Quality, Noise, Energy, Natural Resources Depletion, Environmental Health

This non-project action will result in no direct adverse or significant adverse impacts to these environmental elements because it does not directly propose development. Similarly, this analysis identifies no potentially significant adverse indirect or cumulative environmental impacts of these kinds.

Air Quality, Toxic/Hazardous Substances, Noise

The action will not directly, indirectly, or cumulatively lead to significant increases in discharges or emissions of toxic or hazardous substances, to the air or natural environment, or significantly increase the production of noise. Rather, it provides more flexibility in code requirements to incentivize the increased or renewed presence of more ground floor uses within existing buildings in portions of Downtown, Uptown, and South Lake Union urban center neighborhoods. The different kinds of allowed ground floor uses, such as somewhat more intensive commercial, institutional, research/development, office or food processing/craft work or horticultural uses,

conceivably could include those that would generate exhaust emissions to the air, or odors, or generate noise or vibration perceivable from outdoors, or use toxic or hazardous substances in on-site activities. In a worst-case, such emissions might be detectable enough to generate annoyances and related complaints from the public. If this occurred, those uses would be subject to enforcement of City codes that address nuisance complaints and require compliance to abate nuisances. Most probably, any new use that would occupy a Downtown, Uptown, or South Lake Union storefront as a result of this proposal would generate no unusual side effects upon air and noise conditions but would instead conduct their activities normally like other existing and permissible street-level land uses. This would include following established rules with respect to venting of exhaust, controlling noise from their activities, and properly storing any toxic substances they would use, if that is relevant to a use at all. Therefore, such impacts are not probable for most uses as a result of this non-project action, are not likely to be significant adverse impacts if they did occur, and could be avoided and mitigated by established code enforcement practices if they did occur.

Energy and Natural Resource Depletion

The non-project action would not likely generate significant direct, indirect, or cumulative adverse impacts of energy consumption or natural resource depletion. New uses encouraged by the action would tend to occupy existing building spaces where energy systems and other utilities are already present and have been predominantly in use except over the last year or two if they are currently vacant. This means the action would not necessarily lead to greater or lesser energy efficiency in the built environment, or more or less depletion of natural resources than might otherwise occur in the already-built structures. Future occupation of street-level storefronts or second-floor spaces with new uses most likely would be similar in size with or without the action, although there is a possibility that interior renovations could result in larger single uses oriented to the street than under existing codes. If these larger uses did occur, they could possibly contribute to increased energy use intensity than existing uses. For example, if a two-story restaurant space is created, the intensity of energy use conceivably could be greater than that for the existing space, potentially due to details like more total indoor heating demand or presence of more electrical or mechanical fixtures. This would depend on case-by-case circumstances. Otherwise, energy expended to occupy spaces within existing buildings would likely be similar on a site-by-site and cumulative basis with or without the action. To the extent that increased energy use is identified as possible, it is not likely to lead to harmful differential levels of adverse impacts on utility systems that provide energy. Because, in comparison to levels of energy consumption at the neighborhood or urban center level, the potential increases in energy from individual uses or small clusters of such uses would likely occur at negligible-to-minor levels. Therefore, no particular likelihood of localized utility system improvement needs are probable, and significant adverse differences in citywide total energy consumption over the long-term are not projected to occur. Seattle's energy codes, which are becoming progressively more energy-efficient, could also apply.

B. Built Environment

Land and Shoreline Use, Height/Bulk/Scale, Housing, Relationship to Plans and Policies

Existing Conditions

Like many other cities, Seattle is experiencing economic challenges in the post-pandemic period relating to shifts in patterns of employee and customer use of downtown centers. Street-level

vacant spaces create or contribute to gaps in the continuity of neighborhoods, and lesser presence of area users and pedestrians. This is contrary to the desirable qualities of pedestrian activity, a mix of uses that invite visitation, and other qualities that establish neighborhood quality and character. Seattle's policies support countering negative trends with positive actions to restore economic vitality and remedy negative trends that threaten the quality and health of neighborhoods. This is especially important in the city's core urban centers (Downtown, Uptown, and South Lake Union) that are the heart of economic activity and are among its densest residential neighborhoods as well.

Parts of these centers are rebounding with renewed employee and customer presence and recovery in tourism visits, but the benefits of these trends are experienced unevenly throughout these urban centers. There remain intermittent vacancies in street-level spaces, with uncertainties about the ability to attract new tenants. These gaps negatively impact the overall vitality of neighborhoods and may limit the availability of goods and services for residents and other customers. This is a critical factor that may affect long-term perceptions about these neighborhoods' attractiveness to host residents, visitors, and employers.

Impact Analysis

The details of this proposed non-project action are not likely to generate significant adverse impacts on land use and shoreline use patterns, directly, indirectly, or cumulatively. This action is not likely to negatively affect the arrangement and combinations of land uses on the ground that could occur within Downtown, Uptown, or South Lake Union. Rather, overall land use patterns at an urban-center level are primarily affected by the existing zoning patterns across the city, and associated factors such as density limits, and other standards that influence or define the shape of buildings and their uses. Therefore, this analysis identifies no probable impacts of overall outcomes of this proposal that would be incompatible with land use plans. The additional street-level uses are currently allowed in zoning that applies to Downtown, Uptown, and South Lake Union in upper floors and other areas where the more limited use allowances currently apply.

As a related finding, the proposed non-project action likely would not lead to substantial amounts of added height/bulk/scale of buildings or related kinds of aesthetic visual impacts, as the action only applies to existing or permitted buildings. As such, almost all related activities generated by the non-project proposal would occur within existing spaces within existing building envelopes. Also, no public views are likely to be significantly adversely impacted by the action. If visual changes at individual sites occurred, they would consist of either tenant improvements that may be visible from the sidewalks within the vicinity of the street-level use, or potentially as minor building additions, if new kinds of proposed exemptions of certain spaces from density limits would allow. These might be in locations that are visually detectable, or they may not. However, to the extent such additions would be enabled they would be subject to other development standards of the Land Use Code that control building bulk and setbacks.

The proposal would enable new ranges of uses that could vary from existing zoning allowances to some degree, by allowing less-active uses along designated pedestrian-oriented streets. As defined in the current Land Use Code, these places where street-level uses are required are places that support a mix of tenants that provide services, goods, facilities or attractions that encourage visitation by passersby. Often these are in the form of retail establishments, restaurants or similar uses that, when grouped together, tend to increase overall activity and attractiveness of an area for

patronage of those uses. Conversely, when an area has a shortage of such uses, pedestrian activity levels tend to be lower and an area may be perceived as less engaging or vibrant. The City's plans and codes tend to support the greater presence of active, pedestrian-engaging uses in targeted locations such as urban village and urban center activity centers, consistent with typical urban planning practices.

However, when circumstances lead to an existing condition that is challenged by the more frequent presence of unoccupied spaces, an adjustment in requirements, as proposed, promotes outcomes that would encourage re-establishing and retaining a greater continuity of presence of a broad mix of kinds of uses. A greater continuity of occupied uses would tend to reduce aesthetically negative appearances caused by vacant street-level spaces, and encourage activity levels that promote neighborhood economic health and improve perceived or actual safety for area users. These kinds of likely positive effects of the proposal on these urban environments would help avoid and mitigate the adverse land use related impacts that would be conceptually possible due to the lesser presence of "active street-level uses" in any given location.

In the specific contexts of the affected neighborhoods:

- **South Lake Union:** The area with required street-level uses today primarily consists of Westlake Avenue north of Denny Way, to Valley Street near Lake Union, and a limited portion of Valley Street and Terry Avenue N. In this area, there are currently intermittent ground-floor use vacancies in newer and older buildings. To the extent that the proposal would lead to establishing or re-establishing occupancy of street-level spaces, the probable outcome would be an improved continuity in presence of tenants and related positive impacts like those in the paragraph above. If the change would primarily affect the area north of Mercer Street, the total amount of potential new occupation would be less (only on a small number of block faces) than if the proposal affected a greater extent of this area.
- **Uptown:** The area with required street-level uses today primarily consists of Mercer Street between Warren Avenue N and 5th Avenue N, and 5th Avenue N from Mercer Street south to Denny Way. In addition, such uses are required in the core of the Uptown neighborhood business district between Queen Anne Avenue N and Warren Avenue N, and between Roy Street and Republican Street. Only the Mercer Street and 5th Avenue N segments are included in this proposal. Of these areas, the proposed strategies would mostly be of use in a few places on Mercer Street, and a few blocks on the east side of 5th Avenue N. Given the prevailing land use patterns and intermittent vacancies of small tenant spaces at street-level, increasing the presence of any kind of street-level use would likely lead to positive impacts by improving the potential range of new tenants in a wider variety of uses, increasing continuity of presence of street-level uses, and the attraction of new visitors and employees to the area.
- **Downtown:** Most areas affected by the proposal currently have intermittent street-level space vacancies that are more concentrated in certain blocks than others. This includes most notably in portions of Belltown, the commercial core, and the retail core. Where they exist (such as along portions of 3rd, 4th and 5th Avenues for example), these vacant uses at worst add to a sense of visual blight and lead to extended areas with reduced availability of businesses to attract regular customers. The corresponding levels of limited pedestrian activity can contribute to a perception of reduced personal safety. Other than a core group of streets where active street-level use requirements would continue (like Pike and Pine Streets and the Pike Place Market vicinity), the proposal would increase the probability for

greater occupation and greater continuity of occupied street-level uses with related potential for positive land use impacts. Given the lack of including Pioneer Square, Chinatown/International District and the Pike Place Market Historical District in this proposal, the choices to recommend new kinds of street-level uses in historic structures would remain in the purview of the historic and special review district boards, based on current codes, as it does today.

Reduced minimum depth of street-level use and street-level use design flexibility. These elements of the proposal are meant to provide increased flexibility that could support the greater presence of street-level uses in smaller or larger configurations. This flexibility could encourage new investments in street-level uses that are either not allowed or are discouraged by the existing code requirements. Examples include:

- The potential for shallow-depth spaces that could support coffee or food “windows” or small shops, likely leading to a greater presence of active street-level uses where they do not exist today.
- Street-level uses that can more easily support multi-level designs by using mezzanine or second-floor levels. This might attract new restaurants or retail stores, that could use existing floor space more efficiently, or encourage space renovations with mezzanine levels that would be discouraged or prohibited by code requirements in a street-level space today. Such flexibility in what is allowed would act as an incentive to encourage new activities and innovative improvements that could help the overall attractiveness of the street environment, including for improved business climate.

These parts of the proposal are likely to generate positive contributions to the mix of uses at street-level over time, which would lead to probable positive land use impacts and not adverse land use impacts.



Floor area exemptions from limits for first and second floor uses. For non-residential development, which is often offices and hotels, the overall size of buildings is regulated by a limit on the amount of floor area that can be built as a non-residential use, expressed using a “floor area ratio” (FAR). The FAR is defined as the total amount of floor area allowed in a new building,

divided by the property's total area. For example, a zone that allows a building's total floor area to be 4 times the size of the property has an FAR limit of 4.

The code requires street-level uses along certain streets to encourage local districts with a variety of adjacent uses that will be aesthetically and functionally attractive to pedestrians and customers. This is important to foster interesting and engaging urban environments. To recognize the public value of these street-level uses, the code exempts them from counting against floor area limits. It also exempts other building spaces like those with elevators and mechanical features. Thus, the code's floor area limits are oriented to regulating the size of the primary intended uses of each building.

The proposal for Downtown, Uptown, and South Lake Union recognizes that street-level uses may be extended to second floors, and removes design-related and floor area limit restrictions that would otherwise discourage or prevent new uses from making use of existing first- and second-floor vacant spaces in existing buildings. This is similar to current code provisions for the retail core that recognize and exempt multi-floor retail facilities like shopping arcades. The proposal would allow a wider variety of activating uses to contribute to positive activity and attractions, and lead to more eyes on the street, promoting safe environments.

For existing buildings using these provisions, the proposal may cause some floor area that was previously subject to the floor area limits to become exempt from counting against these limits. This would technically alter the mathematical accounting for these spaces as either exempt or non-exempt floor area. It may create a new extra amount of usable capacity to develop more floor area in a building, depending on individual site and building sizing. However, this is not anticipated to create any negative implications in relation to past City permit decisions for these buildings, which would not be a subject of review for interim use projects. At most, the extra usable development capacity could conceptually enable an incremental building addition, which may or may not be feasible to pursue depending on the existing physical design of buildings and their ability to support new building addition improvements. The proposal's primary intent is, rather, to attract new users of underused spaces in the first two floors of existing buildings.

To the extent that building additions could be enabled by the proposal's floor area limit amendments, if additions did occur they would incrementally add to overall building bulk. This could potentially result in changes in views toward the existing buildings. This would depend on the nature and size of building additions; the relevant added floor area amounts might range from a few hundred to a few thousand extra square feet. Some might occur in places not visible from places adjacent to the buildings, while some others could slightly alter or impair views past a building. Given an estimated low probability of additions occurring, a limited scale of floor area and probable visual change from such additions, and a lack of discernible potential to cause new significant adverse impacts to publicly-protected views (from parks and designated viewpoints), no significant adverse impacts related to these outcomes are identified.

Mandatory Housing Affordability (MHA). Currently, MHA fees for commercial development only apply sparingly to permits involving existing buildings: they only relate to building additions, or change-of-use permits that convert residential uses to commercial uses. The relevant size threshold for these situations is 4,000 square feet of floor area. There is a low likelihood that the proposal would lead to conversions of residential uses to commercial use (due to scarcity of residential uses in or near street-level spaces), or that it would lead to a building addition of greater than 4,000 square feet. But, if either of these kinds of development proposals did occur, they would

continue to be subject to meeting the MHA requirements. Therefore, the proposal does not change the applicability of MHA requirements and would have no impact on MHA funds collection.

Housing

The non-project action is not likely to directly or indirectly impact existing housing, as it addresses spaces in buildings at ground floor, where residential uses in the affected urban centers tend to be not present. It would, similarly, not be likely to induce demolition of buildings containing housing in the Downtown, Uptown, and South Lake Union neighborhoods. The MHA-related discussion above also indicates no particular potential for adverse housing impacts. This determination therefore identifies no probable significant adverse land use-related housing impacts of the proposal.

Cumulative Impacts

Due to the combination of several recent or possible future legislative and regulatory actions, this analysis evaluates the potential implications for cumulative adverse SEPA impacts that could be generated by the following actions from the 2023 State legislative session and under consideration in the Mayor's Downtown Action Plan:

- Seattle's future anticipated Design Review reforms prompted by State House Bill (HB) 1293 (timing to be determined);
- SEPA review reforms prompted by State HB 5412 (revised SDCI Director's Rule 9-2023);
- SEPA review reforms, Downtown residential development threshold for review (Ord. 126843);
- Master Use Permit (MUP) lifespan extension legislation; was exempt from SEPA review; (Council Bill 120674, Council review pending)
- Downtown retail core, Third Avenue rezone (Ord. 126917);
- Belltown hotel use amendments (Ord. 126914);
- Possible legislation addressing "office to residential use" conversion of existing buildings prompted by State ESHB 1042, which is intended to promote housing development and limit code restrictions and impediments to such conversions (timing to be determined).

Potential land use impacts for cumulative impact analysis

	Potential changes to content and frequency of permit reviews	Affects use variety and designs interior to buildings	Affects building size and configuration, exterior design
Street Activation proposal (under review here)	--	Yes	A limited possibility to result in building additions
Design Review reforms prompted by State HB 1293 (under review)	Limit D.R. to one public meeting; objective dev. standards for exterior design	--	Differences in design and configuration are possible
SEPA review interim reforms for residential uses, ESSHB 5412 (see Director's Rule 9-2023)	No SEPA review for resid. uses until 10/1/2025	--	--
SEPA review reforms, Downtown residential threshold. Ord. 126843	Given other SEPA interim reforms, this does not have additional effects	--	--

	Potential changes to content and frequency of permit reviews	Affects use variety and designs interior to buildings	Affects building size and configuration, exterior design
MUP lifespan extension, CB 120674 (Council approved, Dec. 2023)	Yes; one fewer possible review at 3-year mark	--	--
Third Avenue rezone, Ord. 126917	--	Yes	Yes
Belltown hotel amendments, Ord. 126914	--	Yes	--
Possible "office to residential conversion" legislation (under review)	Possible but uncertain	Yes	Potential effect on glazing, facades; oriented to reuse and renovation within existing buildings

The information in the table suggests the following observations, none of which indicate probable implications for significant adverse cumulative impacts:

- Overall, future new developments' permit reviews will be subject to a lesser amount of review steps (such as no SEPA review for residential developments in the approximate two-year interim period, fewer Design Review public meetings).
- This review does not interpret that significant adverse SEPA impacts would occur due to the cumulative effects of these recent and possible or pending actions on City permitting processes. This is due to differing emphases – on existing development (street activation, office-to-residential conversion) versus new development (such as the Belltown hotel amendments); and the primary emphasis on interior uses in existing buildings (street activation, office-to-residential conversion) versus the larger building-shaping implications of Design Review and impact-assessing steps for new building development under SEPA review. In any case, the City's permit processes (Land Use Code consistency review and land use permit decisions) would continue to afford appropriate reviews of building design and the nature of street-level uses for proposals involving both kinds of development proposals: 1) modifications to existing buildings (like the Street Activation proposal) or 2) proposals for new building development. The probability of cumulative adverse land use impacts occurring due to all of the process changes reviewed here is therefore low.
- Example: relationship to Third Avenue rezone properties. Street activation, and potential office-to-residential conversion legislation address possibilities for renovating and adaptably re-using existing Third Avenue buildings with a range of possible outcomes involving retention or possible expansion of existing buildings, and low potential for SEPA environmental impacts. Conversely, Design Review and SEPA reviews address reviews that would shape new buildings, and which could address aspects of the design and exterior appearance of the first and second floors of new buildings during Design Review. However, future possible development applications would still be reviewed against existing code requirements and requirements included in this street activation proposal. This would afford the City the continuing opportunity to assess consistency with City codes and policies. These two development scenarios – renovations of street-level and second-floor uses within existing buildings versus new development proposals to

replace existing buildings – do not overlap with each other, and do not create notable regulatory or policy conflicts.

- Based on the above discussion, for the purposes of this Street Activation non-project proposal SEPA review, the list of adopted and other possible actions are independent actions that are able to be implemented, independently or in different combinations, without any dependency on one another.

Therefore, there is not a reasonable likelihood of probable significant cumulative adverse land use impacts occurring as a result of the Street Activation proposal.

Relationship to Plans and Policies

The non-project action supports interim land use flexibility measures to help restore healthier activity levels in the Downtown, Uptown, and South Lake Union neighborhoods that would contribute to restoration of economic vibrancy, greater public safety, targeted preservation of active street-level use requirements, and other aesthetic and social benefits. These are objectives predominantly aligning with Comprehensive Plan goals and principles relevant to the core Downtown and South Lake Union Urban Centers, such as:

Goal GS G1 *Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs.*

Goal LU G9 *Create and maintain successful commercial/mixed-use areas that provide focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.*

Goal DT-G4 (Downtown Areas) Urban Form Goal – *Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the Downtown physical environment by: 1. Enhancing the relationship of Downtown to its spectacular setting of water, hills, and mountains; 2. Preserving important public views; 3. Ensuring light and air at street-level and in public parks; 4. Establishing a high-quality pedestrian-oriented street environment; 5. Reinforcing the vitality and special character of Downtown's many parts; 6. Creating new Downtown parks and open spaces at strategic locations; 7. Preserving Downtown's important historic buildings to provide a tangible link to the past; 8. Adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.*

Goal DT-G6 (Downtown Area) Retail Concentration Goal - Reinforce the concentrated shopping function of the retail core; preserve the general form and scale of the area; and protect the area from high-density uses that conflict with the primary retail function. Other concentrations of retail activity should be encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

Policy DT-UDP11 (Downtown) Urban Design – *Regulate uses at street-level in certain areas in order to generate pedestrian interest and activity in conformance with policies for the pedestrian environment. Promote street-level uses to reinforce existing retail concentrations, enhance main pedestrian links between areas, and generate new pedestrian activity where appropriate to meet area objectives without diluting existing concentrations of retail activity.*

Promote active and accessible uses at the street-level of new development where it is important to maintain the continuity of retail activity. Consider measures to promote street-level space of adequate size and sufficient flexibility to accommodate a variety of retail and service activities. Encourage incorporation, as appropriate, of street-level uses as part of open space public amenity features provided for a floor area bonus to promote activity and increase public use of these spaces. To encourage active and accessible street-level uses throughout Downtown, consider appropriate exemptions of these uses from floor area limits.

Policy B-P14 (Belltown) Land Use – *Promote pedestrian activity through such methods as eliminating “dead spots” of street-level activity.*

Policy PS-G4 (Pioneer Square) Economic Development – *A diverse and unique community with an eclectic mix of businesses and major community facilities.*

Policy QA-P1 (Queen Anne Uptown) Streetscape – *Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne’s community character with open space, street trees, and other vegetation.*

Policy SLU-P1 (South Lake Union) Neighborhood Character – *Encourage the colocation of retail, community, arts, and other pedestrian-oriented activities in key pedestrian nodes and corridors.*

Goal LU G11 (Downtown Areas) *Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.*

Downtown Neighborhood Plan – Commercial Core, Goal COM-G1 *Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.*

Historic Preservation and Cultural Preservation

Seattle contains a number of landmarks, properties, and districts that are listed on, or proposed for, national, state, and local preservation registers. In addition, while Seattle today comprises a highly urbanized and developed area, it is also an area with potential for the presence of cultural artifacts from indigenous peoples.

The non-project proposal is not likely to affect whether historic sites or structures might be redeveloped. Existing designated/protected historic sites or structures are effectively protected by current regulations and so they may only be demolished in rare circumstances that occur with consent of the City. The action analyzed in this environmental checklist does not contain provisions that would increase the possibility of future development of new buildings, but rather the renewed occupation of existing street-level spaces that may be vacant or moribund in existing buildings. Thus, there is no probable net difference in the potential for known historic site or known cultural resources to experience demolition-related adverse impacts, comparing scenarios with or without the action.

Most cultural resources at risk from future development in Seattle are in unknown locations due to their being buried under soils, although certain vicinities such as near-shore areas are known to have greater potential for presence of such resources given past activities of indigenous peoples. The action does not include provisions that alter the likelihood of future development of

new buildings occurring in any given location or type of vicinity such as near-shore areas; and there is little or no probability that proposals would lead to additional building coverage or substantial site excavations.

Also, implementation of the action would not affect the strength of the City's regulatory protection of cultural sites or resources if they are discovered during future development, which is also addressed by other State and local regulations, policies, and practices. With or without the action, such processes are mandated to stop construction, assess the resources, and take appropriate next steps for the cultural resources' protection or preservation.

Transportation, Public Services and Utilities

The non-project action is not likely to generate significant direct, indirect, or cumulative adverse impacts on transportation, parking, public services, or utilities.

Transportation

In promoting renewed presence of active and open street-level uses, the action would generate a probable increase in total person trips and vehicle trips to Downtown, Uptown, and South Lake Union neighborhoods. This would represent a gradual, proportional renewal of activity levels and traffic that previously existed in these neighborhoods prior to the pandemic. Given that person-trip and vehicle-trip volumes dropped substantially during the pandemic and have only partially returned to prior volume levels, the effects of the action are not likely to lead to excessive or significantly adverse new levels of congestion in affected streets and transit systems in these neighborhoods. Also, many potential customers of the new street-level spaces would come from returning employees in these neighborhoods of which a substantial portion travel by transit and other non-single-occupant vehicle transport modes, which would temper net increases in vehicle traffic congestion impacts. Also, the probable amount of building area that may newly accommodate the expanded list of uses relative to the overall development existing and proposed in these urban centers would be small. Therefore, the potential differences in automobile traffic generation and impacts to the street system attributable to the non-project action are likely to be negligible-to-minor in magnitude. This is concluded for the entire street network in the affected area, as well as any given vicinity within it. This analysis therefore identifies no likelihood of probable significant adverse transportation impacts.

Public Services

This non-project action would not result in direct impacts relating to public services because it would not result in future development of new buildings at any particular location. Rather, tenant improvements within existing buildings would be the most likely indirect land use activity.

The action could slightly increase total demand and calls for service for police protection and fire/emergency services. However, it should also be noted that the currently vacant spaces in existing buildings were previously occupied and previously generated levels of public service demand. Due to the limited amount of possible added demand that might be generated by newly reoccupied street-level spaces, and the limited extent of potentially affected properties and spaces in Downtown, Uptown, and South Lake Union neighborhoods, no significant adverse impacts to these public services are probable. It should also be noted that, in their existing closed condition, unused street-level spaces may also generate police and emergency/fire calls

to deal with break-ins or other risks of unattended spaces. This means there is a lesser net difference of the action in added call volume potential when compared to the existing situation.

Also, the action may generate slight increases in demand for parks and recreation facilities, transit service, health care, school services and other similar public services. But these would likely have a negligible potential to generate adverse environmental impacts upon these public services, due to the probable limited magnitude of net change in demand the newly activated spaces could generate.

Utilities

This non-project action would not be likely to directly, indirectly, or cumulatively create significant adverse impacts on utilities, due to a lack of probable significant need for different kinds of utility service improvements to serve slightly different ranges or varieties of occupants of street-level spaces. To the extent that vacant building spaces could be reactivated with new uses, there could be upticks in water use on-site and wastewater generated by existing building uses in the affected neighborhoods. However, within the context of these core urban center neighborhoods, the potential difference in total demands on utilities due to a newly re-occupied street-level space would be negligible to minor in magnitude.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- ☒ [X] Determination of Non-Significance. This action has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).
- ☐ [] Determination of Significance. This action has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

Signature: _____/s/_____ Date: _____ January 11, 2024
Gordon Clowers, Sr. Planner
Seattle Department of Construction and Inspections



Director's Report and Recommendation Interim Street Activation

Introduction and Summary of Proposal

The Seattle Department of Construction and Inspections (SDCI) is proposing legislation to add more flexibility to the Land Use Code to help fill empty spaces in existing buildings in Seattle's core. Along with new opportunities for flexible design and layout in the first two floors of buildings, the legislation will encourage the filling of vacant spaces by enabling a larger pool of potential tenants. The legislation would apply these interim provisions for three years.

The proposal will help encourage positive trends of new investment in Seattle's core to support economic recovery over the next three years. It will also help better activate street environments by encouraging greater continuity of occupied street-level uses and increase eyes on the street for greater pedestrian comfort. The proposal is similar to the interim Ordinance 126421 (effective September 2021 through September 2022), which was prompted by the economic impacts of the COVID 19 pandemic.

The legislation would apply to certain streets in the Downtown, South Lake Union, and Uptown Urban Centers where the street-level uses are currently limited by the Land Use Code to certain kinds of uses like retail and restaurants.

The legislation includes the following:

1. **Broaden the uses allowed along sidewalks.** Currently, along several mapped streets, the Land Use Code limits allowed uses to retail, bars/restaurants and entertainment uses, and cultural and community facilities (like libraries, museums, childcare, and religious facilities). This is meant to provide engaging, pedestrian-oriented street environments that are continuously occupied by street-level uses that help attract visitors and activity. But now, the presence of too many vacant spaces is jeopardizing those qualities and contributing to economic challenges in the greater downtown Seattle area. The proposal would allow more flexibility in the code for a wider variety of less-active uses to also include:
 - Offices
 - Research and development laboratories
 - Community centers and a variety of other institutional uses
 - Medical offices
 - Food processing/craft work
 - Art installations
 - Horticultural uses
 - Non-household sales and services
 - Any similar use or activity determined by the SDCI Director to attract and increase pedestrian activity or increase the variety of goods and services available

The proposal would require the portions of interim street activation uses that are most frequently used by people, such as lobbies, waiting areas, and retail sales, to locate along the street faces aided by this proposal.

2. **Greater flexibility in the space filled by street-uses:** Currently, uses at street-level must occupy a space with a minimum depth of 15 feet Downtown, and 30 feet in South Lake Union and Uptown. This is an obstacle to smaller-scaled businesses that can function in smaller spaces and thrive. The proposal would reduce this minimum requirement to a depth of 8 feet.
3. **Encourage occupancy of spaces on the first two floors of buildings.** Currently, along certain streets where the code requires street-level uses, it exempts them from floor area limits. However, this exemption does not apply to uses on the second floor except in the Downtown retail core, and a few other limited circumstances. In order to promote the filling of second floor spaces, the proposal would provide an exemption to the floor area limits on the second floor for the expanded list of uses in Item 1, above. These spaces could include mezzanines or lofts as well as second-floors and encourage renovation of larger and more diverse options for streetfront uses, such as multi-level restaurants and retail spaces, or as part of common areas for hotels. This would apply in Downtown and portions of Uptown and South Lake Union, in the locations identified in the attached maps at the end of this report.

The proposal would allow businesses established to remain after the legislation expires in three years. The permitted uses would become non-conforming (grandfathered) uses and could stay in perpetuity. This would encourage a successful tenant to stay for the long-term, to recoup over time the costs of obtaining permits and making improvements.

Where the temporary flexibility would apply. The proposal would apply to most areas in the Downtown Urban Center (except Pioneer Square, Chinatown/International District, and Pike Place Market Historical District), and in selected portions of the South Lake Union and Uptown Urban Center that have street-level use restrictions. See the attached maps. The areas where the proposal would apply include:

- Portions of Westlake Avenue and Valley Street in South Lake Union.
- Portions of Mercer Street and 5th Avenue N in Uptown.
- Several portions of Downtown in Belltown, Commercial Core, and Denny Triangle, except for certain key streets like Pike and Pine Streets and blocks closest to Pike Place Market.

Implementing the proposal would allow for a wider range of tenants to occupy street-level spaces that are currently vacant. Filling in these spaces would bring more continuity to street-level uses, and would encourage more pedestrian activity and enhance aesthetics and perceptions of safety. This is especially important for places in and near retail and activity centers in these neighborhoods, where most activity occurs. In the downtown retail core, the proposal is balanced by seeking new tenant opportunities where there are currently unused spaces, while maintaining current retail/service use requirements along certain streets that support the Pike Place Market, for example. See the attached maps showing the affected areas.

Pioneer Square and Chinatown/International District neighborhoods are not included in this proposal, because the special review district approach to permitting already accommodates the necessary flexibility and variety in street-level uses. For these neighborhoods, implementing this interim proposal would not be meaningful, a point expressed by the Department of Neighborhoods staff and neighborhood stakeholders.

Analysis

General

Like many other cities, Seattle is experiencing economic challenges in the post-pandemic period relating to shifts in patterns of employee and customer use of downtown centers. Vacancies at street-level create or contribute to gaps in the continuity of neighborhoods, and lessen the presence of shoppers and pedestrians. This is contrary to the desirable qualities of street activity, a mix of uses that invite visitation, and other qualities that establish neighborhood quality and character. Seattle's policies support countering negative trends with positive actions to restore economic vitality and remedy negative trends that threaten the quality and health of neighborhoods. This is especially important in the city's core urban centers (Downtown, Uptown, and South Lake Union) that are the heart of economic activity and are among its densest residential neighborhoods as well.

Parts of these centers are rebounding with renewed employee and customer presence and recovery in tourism, but the benefits of these trends are experienced unevenly throughout these urban centers. There remain intermittent vacancies in street-level spaces, with uncertainties about the ability to attract new tenants. These gaps negatively impact the overall vitality of neighborhoods and may limit the availability of goods and services for residents and other customers. This is a critical factor that may affect long-term perceptions about these neighborhoods' attractiveness to host residents, visitors, and employers.

The proposal would apply for an interim period of three years to accommodate and encourage new uses and investments to aid economic recovery and increase attractiveness and activity levels in Seattle's core urban centers. The Office of Planning and Community Development and SDCI anticipate conducting a comprehensive review of the policies and codes for street activation in these areas during the interim period to evaluate possible recommendations for future amendments.

Allow Wider Variety of Uses at Street-level

The proposed range of uses newly permitted at street-level are supportive of street activity levels. They include craft work activities, offices, labs, community centers, various forms of sales and service businesses, and other similar uses as determined the SDCI Director. These will attract employees, visitors and customers that will support higher activity levels and be a positive presence in their locality compared to the current situation. This will be greatly preferable to spaces that have been vacant for long periods that are detrimental to neighborhood character. Along with other strategies evaluated below, this increases the range of possible tenants and activities and the flexibility of the code to accept new kinds of space design for street-level uses.

The streets likely to benefit from this change include:

- 1st, 2nd and 3rd Avenues in Belltown, portions of 3rd Avenue through 8th Avenue and Union Street and Olive Way in the retail core vicinity and Denny Triangle, and 1st, 3rd and 4th

Avenues in the commercial core. Each of these vicinities currently have intermittent vacancies that create gaps in continuity and tend to decrease pedestrian and customer activity and aesthetic appeal. All of these areas would benefit from additional presence of daily residents, workers, and pedestrians.

- The 5th Avenue N corridor and portions of Mercer Street would benefit if the proposal leads to additional engaging street-level uses and more pedestrians using the streets. These corridors are transitions between Downtown, Seattle Center, and lower Queen Anne, including the Uptown business district. Supportive street-level uses along these key arterial connections would reinforce the people-attracting qualities of local business clusters near Denny Way, Seattle Center, and Uptown as activity destinations.
- The northern portion of South Lake Union – near Westlake Avenue, Mercer and Valley Streets – would benefit if the proposal fosters a greater mix of businesses and types of activities at street level. The proposal's greater flexibility in possible tenants supports the ability of the local district to reach a successful business use mix. Also, enhancing the continuity of uses here would attract more pedestrians using the area every day, and reinforce the attractiveness of pedestrian connections to and from the southern edge of Lake Union.

Development Standard Flexibility

Minimum depth of street-level spaces. The standards for street-level uses, with minimum sizes as deep as 30 feet in South Lake Union, may impede the ability for new businesses to locate in these neighborhood centers. Giving more flexibility in minimum depth of space would likely attract new varieties of active uses – such as pop-up food windows and other small, start-up businesses. These kinds of uses and opportunities can help drive positive trends in variety and attractiveness that would support renewal or growth in business creation and pedestrian activity.



Allow mezzanines and multi-floor street-level spaces. The Code currently discourages flexible design of interior spaces at street level, because it does not accommodate businesses that would occupy the street and second floors of buildings, including loft or mezzanine spaces, outside of the retail core area. This may impede new tenants interested in creating unique kinds of spaces. The proposal addresses this by removing restrictive standards that prevent mezzanines in required

interior spaces next to streets. Similarly, the proposal clarifies that when a street-level business extends to second floors, the entire space of this use can be exempt from density limits.

Adjustments to floor area limits. For non-residential development, which is often offices and hotels, the overall size of buildings is regulated by a limit on the amount of floor area that can be built as a non-residential use, expressed using a “floor area ratio” (FAR). The FAR is defined as the total amount of floor area allowed in a new building, divided by the property’s total land area. For example, a zone that allows a building’s total floor area to be 4 times the size of the property has an FAR limit of 4.

The code requires street-level uses along certain streets to encourage local districts with a variety of adjacent uses that will be aesthetically and functionally attractive to pedestrians and customers. This is important to foster interesting and engaging urban environments. To recognize the public value of these street-level uses, the code exempts them from counting against floor area limits. It also exempts other building spaces like those with elevators and mechanical features. Thus, the code’s floor area limits focus on the size of primary intended uses of each building.

The proposal for Downtown, Uptown, and South Lake Union recognizes that street-level uses may be extended to second floors, and removes design-related and floor area limit restrictions that would otherwise discourage or prevent new uses from making use of existing first- and second-floor vacant spaces in existing buildings. This is similar to current code provisions for the retail core that recognize and exempt multi-floor retail facilities like shopping arcades. The proposal would allow a wider variety of activating uses to contribute to positive activity and attractions, and lead to more eyes on the street, promoting safe environments.

For the eligible existing buildings using these provisions, the proposal may cause some floor area that was previously subject to the floor area limits on second floors to become newly exempt from counting against these limits. This may free up additional usable capacity to use more floor area in a building for uses subject to floor area limits. This will be consistent with anticipated densities in the applicable neighborhoods and further add to activity at street-level.

Mandatory Housing Affordability (MHA). Currently, MHA fees for commercial development only apply to changes of use in existing buildings that would convert residential uses to commercial uses with over 4,000 square feet of floor area. There is a low likelihood that the proposal would lead to conversions of residential uses to commercial use, or that it would lead to a building addition of greater than 4,000 square feet. But, if either of these kinds of development proposals occur, they would continue to be subject to existing MHA requirements. Therefore, the proposal does not change the applicability of MHA requirements and would have no impact on MHA funds collection.

Relationship to Comprehensive Plan

The legislation supports interim land use flexibility measures to help restore healthier activity levels in the Downtown, Uptown, and South Lake Union neighborhoods that will contribute to restoration of economic vibrancy, greater public safety, targeted preservation of active street-level use requirements, and other aesthetic and social benefits. These are objectives predominantly aligning with Comprehensive Plan goals and principles relevant to the core Downtown and South Lake Union Urban Centers, such as:

Goal GS G1 *Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs.*

Goal LU G9 *Create and maintain successful commercial/mixed-use areas that provide focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.*

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Policy PS-G4 (Pioneer Square) Economic Development – *A diverse and unique community with an eclectic mix of businesses and major community facilities.*

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Policy SLU-P1 (South Lake Union) Neighborhood Character – *Encourage the colocation of retail, community, arts, and other pedestrian-oriented activities in key pedestrian nodes and corridors.*

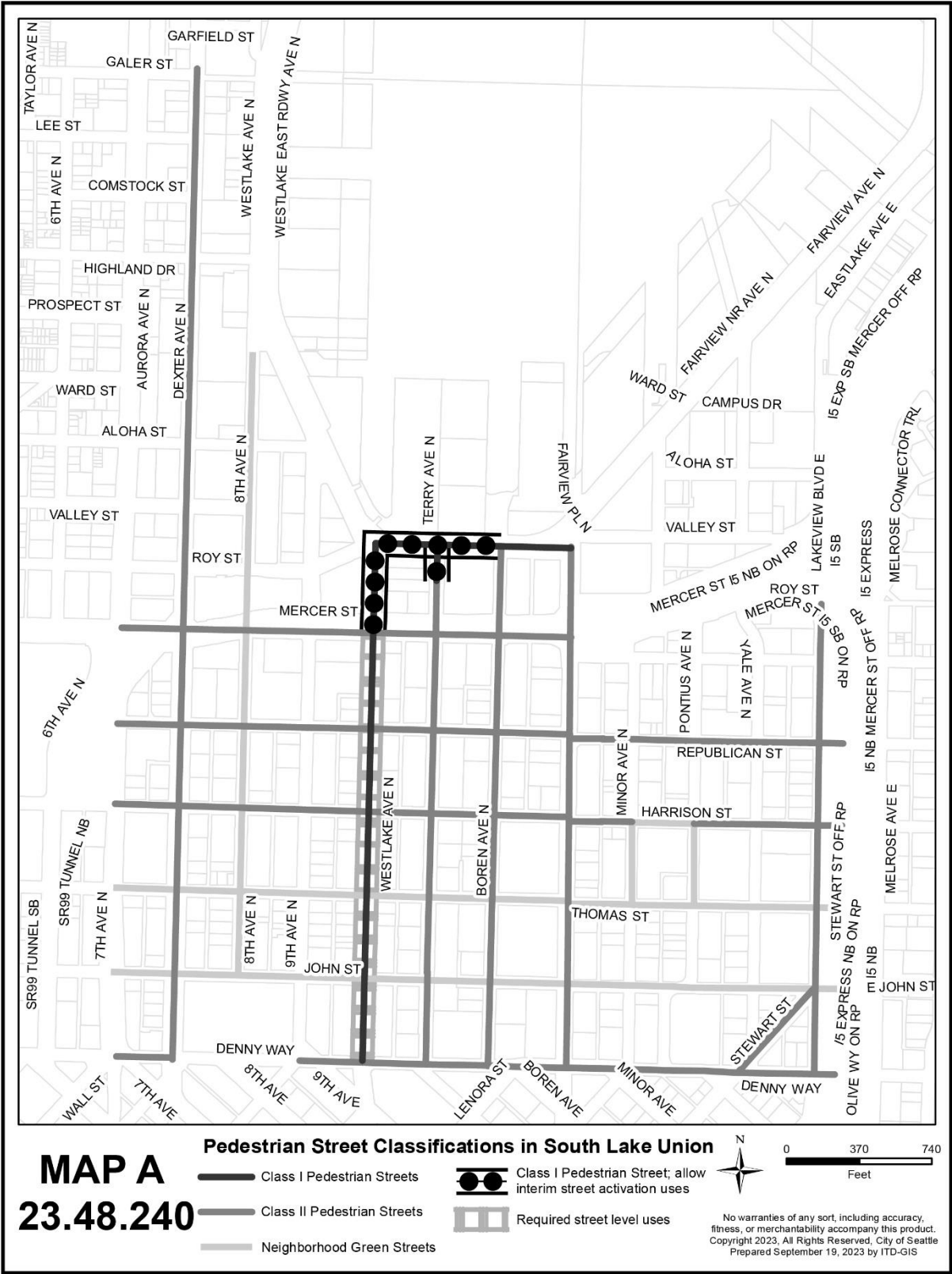
Goal LU G11 (Downtown Areas) Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.

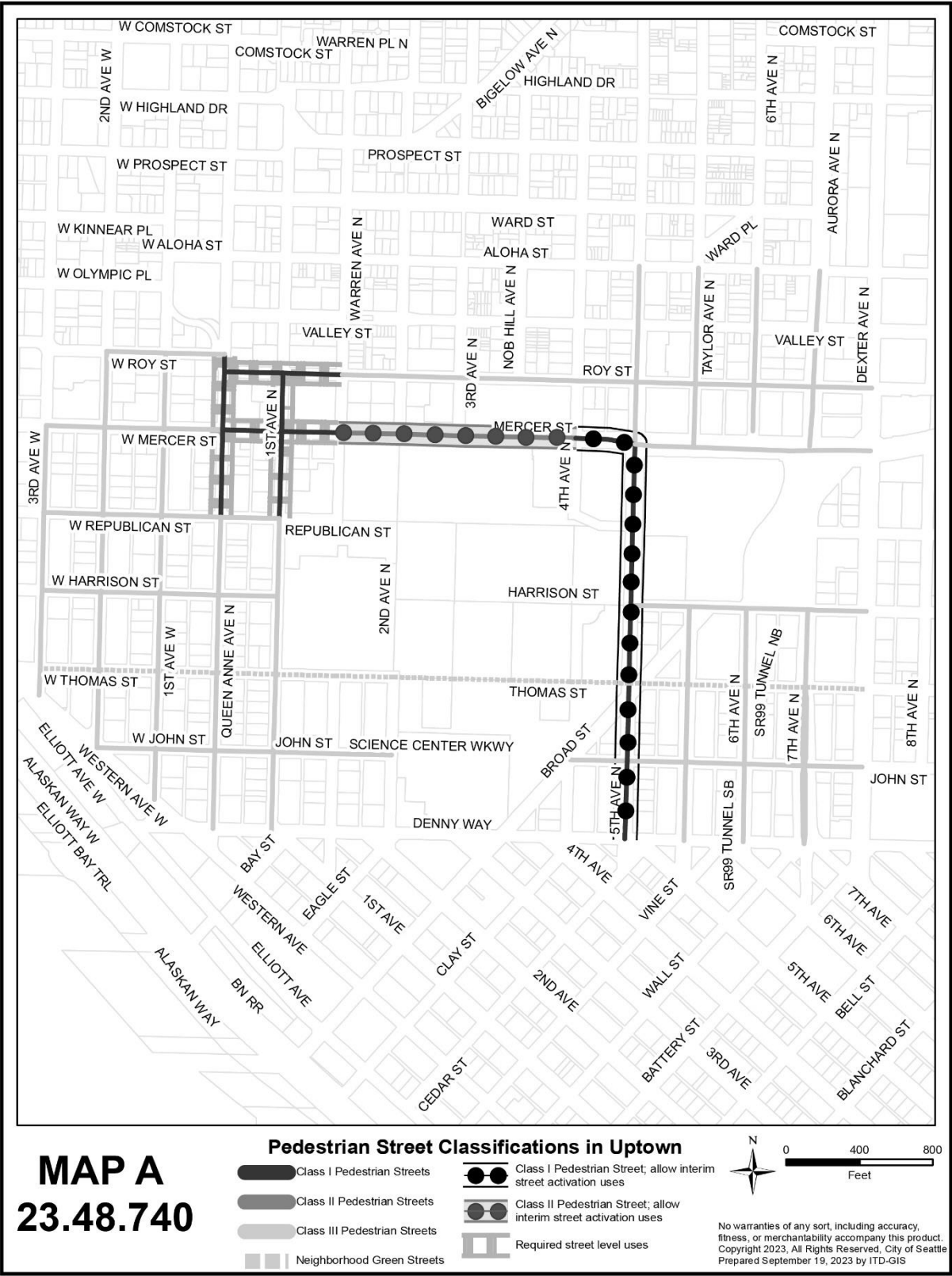
Downtown Neighborhood Plan – Commercial Core, Goal COM-G1 Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.

Recommendation

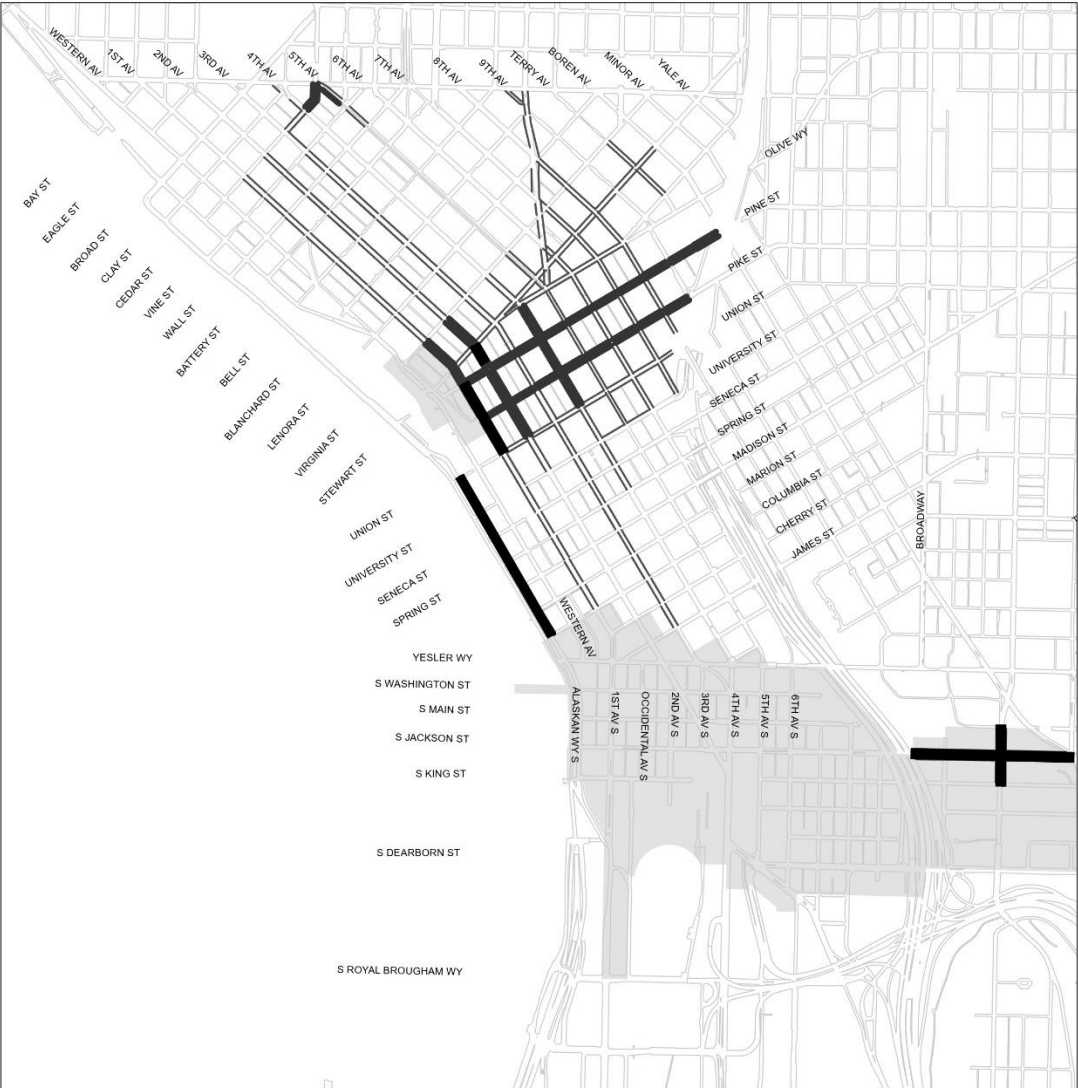
The Director recommends adoption of the proposal to encourage filling vacant spaces in buildings on key streets in Downtown, Uptown, and South Lake Union, to aid economic revitalization of our most important urban centers.

Maps of Applicable Areas

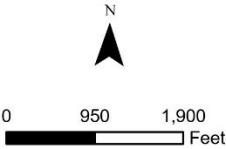




Street Level Uses Required



- Require active street level uses, per 23.42.041
- Allow interim street activation uses
- Special Review or Historic Districts



DOWNTOWN ZONING

Map 1G

Street Level Uses
Required

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Public Amenity and Other Features



- Hill Climb Assist
- FAR Exemption Area for locations with interim street activation uses, per 23.42.041. Excludes Pike Place Hist. District
- ▨ FAR Exemption Area: Uses Listed in 23.49.009.A, Major Retail Store and Shopping Atrium
- Hillside Terrace
- ▩ Shopping Corridor

0 740 1,480 Feet

DOWNTOWN ZONING
Map 1J
Public Amenity and Other Features

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May 31, 2024

MEMORANDUM

To: Land Use Committee
From: Ketil Freeman, Analysts
Subject: Council Bill 120771 – Interim Street Level Uses

On June 5, 2024, the Land Use Committee (Committee) will have an initial briefing and will hold a public hearing on Council Bill (CB) 120771.

CB 120771 would, on an interim basis, allow additional uses to qualify as required street-level uses in parts of the Downtown, South Lake Union, and Uptown urban centers and modify otherwise applicable physical development standards, including density limits, to encourage businesses to locate in unoccupied street-level and second floor commercial spaces.

This memorandum: (1) provides background on street-level use requirements and related City efforts to encourage active street-level uses; (2) describes what CB 120771 would do; and (3) provides a preliminary issue identification.

Background

Street-level Use Regulations

On designated pedestrian streets in parts of Downtown, South Lake Union, and Uptown activating uses, such as restaurant, retail, and entertainment uses are required at the street-level. These uses are intended to generate pedestrian interest and activity and draw foot traffic to and through identified destinations, such as neighborhood nodes, public parks, and shopping districts. Destinations and designated streets are identified through neighborhood planning processes and are reflected in regulations.¹

¹ For examples of planning studies see [Downtown Seattle Public Spaces & Public Life](#) (2009) the [South Lake Union Urban Design Framework](#) (2010), [Uptown Urban Design Framework](#) (2016).

City Response to Vacant Storefronts

In response to the pandemic, in September 2021, the City passed [Ordinance 126421](#) as an interim development control, which similarly allowed additional uses to qualify as street-level uses. Ordinance 126421 expired in September 2022. Also in response to the pandemic, in 2022 the City added a small business permit facilitator position to the Seattle Department of Construction and Inspections (SDCI). The 2022 Adopted Budget describes the position as follows:

The person in this role will act as a single point of contact to help businesses and fill vacant commercial spaces downtown and in South Lake Union as well as other neighborhood business districts impacted by COVID-19. The position will provide early guidance on regulatory issues, the permitting process, application requirements, and the corrections process to help permit applicants advance more quickly through the permit process. This position will also assist in permitting for the arts community, which has been hit particularly hard during COVID-19.²

Status of Downtown Recovery

The Downtown Seattle Association (DSA) maintains an [economic revitalization dashboard](#). That dashboard indicates that the downtown economic recovery is mixed. Monthly visitors to downtown have not yet returned to pre-pandemic levels but the number of visitors is close. In April 2024 the number of visitors was about 87% of pre-pandemic levels. The number of downtown workers is significantly lower than prior to the pandemic. In April, the number of daily downtown workers was about 53% of the April 2019 amount, but the number of occupied downtown apartment units is higher than pre-pandemic levels. In the second quarter of 2023, the number of occupied apartments was 17% greater than the number in the second quarter of 2019.

Current City Work

In 2023 the City will began [reviewing and updating plans for the existing urban centers](#), starting with Downtown Seattle. Council could begin considering legislation implementing those plans in 2026. Those planning processes will likely include a review of locations where street-level uses are required and the types of allowable uses. Additionally, the proposed transportation levy allocates \$15 million for planning for the DSA's [Third Avenue Vision](#). That planning effort may result in improvements to the pedestrian environment on Third Avenue that could fill vacant storefronts.

² [City of Seattle – 2022 Adopted Budget, p.251.](#)

What CB 120771 Would Do

CB 120771 would:

- Expand the number of allowable street-level uses in certain locations to include other potentially activating uses, such as institutional uses and art installations, and non-activating uses, such as office and research and development uses;
- Delegate to the SDCI Director as a non-appealable, administrative decision authority to allow other uses not included in the expanded list if, in his determination, they would attract pedestrian activity or increase the variety of available goods and services;
- Exempt floor area for interim uses from otherwise applicable limits on the amount of developable floor area, subject to some limits;
- Modify physical development standards for the depth and frontage of allowable street-level uses; and
- Allow required and interim street-level uses to locate on the mezzanine level of buildings.

Locations where interim uses would be allowed on designated pedestrian streets are shown on page 9-11 of the SDCI Director's Report. CB 120771 would not apply to future development. Only structures that receive a certificate of occupancy from the City prior to CB 120771 becoming effective would qualify.

If passed, the ordinance would expire three years after its effective date. Uses allowed under the bill would remain conforming for the life of the use, meaning that a business could remain at a location for the life of the business and be leased to a similar business in the future.

Preliminary Issue identification

1. *Should the Council modify street-level development standards now or wait to see (a) whether the economic recovery results in fewer vacant storefronts and increased economic activity and/or (b) what recommendations flow from the 2025 – 2026 planning processes for urban centers and Third Avenue?*

The City will soon begin planning processes that may result in ongoing, not interim, changes to street-level development standards, including a review of the locations where street-level uses are required and the types of allowable uses. Additionally, the downtown economic recovery continues, although the pace of the recovery may be slowing. It is unclear how patterns of public life may have shifted because of pandemic- necessitated trends, like remote work and other trends, like increased numbers of downtown residents. Council could defer interim modifications to development standards to future planning processes that would be informed by more information about downtown post-pandemic activity patterns.

2. *Should the Council modify the locations where interim street-level uses would be allowed?*

Some locations proposed by SDCI for allowing additional uses were identified through neighborhood planning processes as key activity nodes and gateways. Those include the Mercer Blocks along Valley Street and Fifth Avenue in Uptown between Thomas and Denny. Those areas were excluded from Ordinance 126421. The Council could continue to exclude those areas. Alternatively, the Council could expand locations where interim uses are allowed. By contrast Ordinance 126421 allowed interim uses for most of the length of Westlake between Mercer and Denny. That area is not included in the proposed bill.

3. *Should the Council modify the types of allowable interim uses proposed by SDCI?*

Some proposed interim uses, like offices, research and development laboratories, and medical services, do not always allow walk-in customers and provide little pedestrian activation. Other proposed uses such as arts facilities and institutions may provide for some pedestrian activation. Council could modify the list of allowable uses to be more or less expansive.

4. *Should the Council delegate to the SDCI Director, as an administrative decision, the authority to allow uses that are not listed in the bill?*

Like Ordinance 126421, the bill would authorize the SDCI Director to administratively allow street-level uses that are not included on the list of allowable interim uses or are not otherwise allowed in a zone based on the criterion that a use would have a, “likelihood of attracting and increasing pedestrian activity...beyond 8 a.m. to 5 p.m...” Similar decisions about allowable uses might otherwise require an appealable administrative conditional use decision, legislative text amendment, rezone, or other regulatory decision process that requires notice, public comment, and other due process protections.

Next Steps

The Committee will hold a public hearing on CB 120771 on June 5, 2024. Committee consideration of the bill will continue in July.

cc: Ben Noble, Director
Aly Pennucci, Deputy Director

Conversion to Residential Regulatory and Cost Relief Legislation

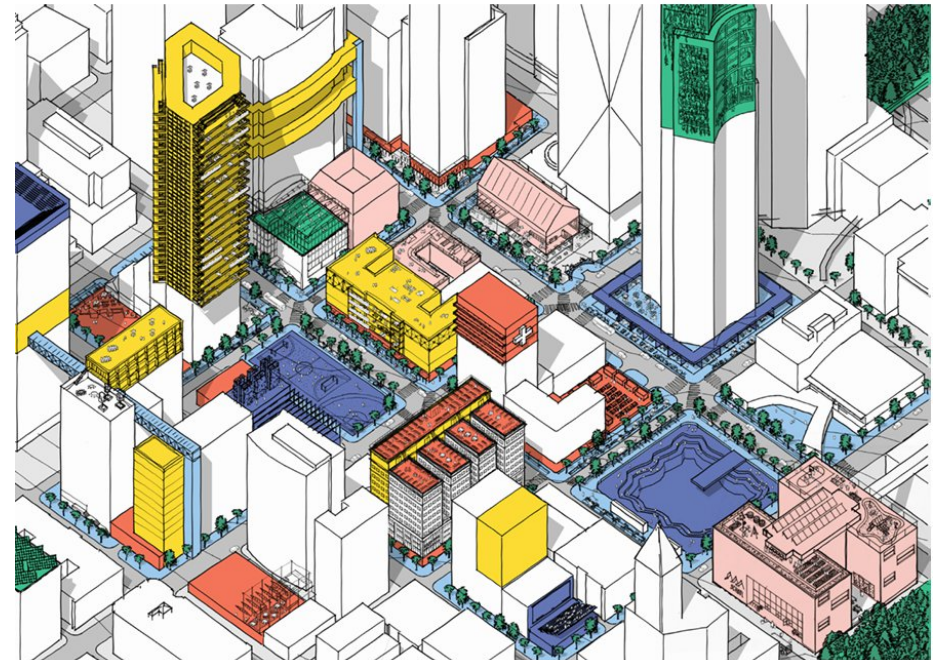
Office of Planning and Community Development (OPCD)
Land Use Committee Briefing
June 5, 2024



City of Seattle

Why focus on conversions to residential?

- As a result of the pandemic, office vacancy rates went from approximately 5% in 2019 to roughly 25% in downtown in early 2024.
- At the same time, Seattle continues to face a shortage of housing as average rents increased by 32% after inflation between 2012 and 2022.
- With an over inventory of commercial/office in downtown and citywide scarcity of residential, Mayor Harrell asked us to look at opportunities to right-size both.



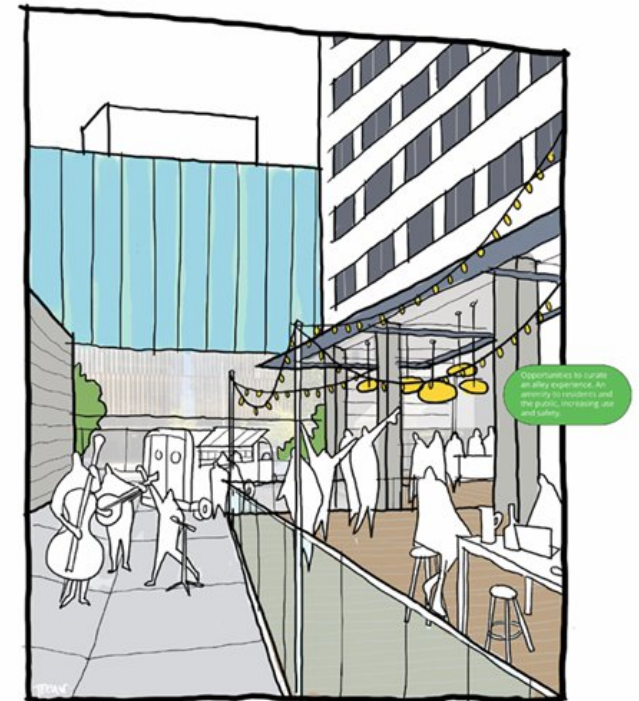
Studies from the OPCD call for ideas envisioned how downtown could be improved with a more varied mix of uses.



City of Seattle

Why focus on conversions to residential?

- A more balanced use mix of housing and commercial uses in downtown has long been a policy goal for Seattle
- Avoid long periods of vacancy that can result in negative perceptions
- Potential revitalization of downtowns by the presence of residents every day
- Strong support by the public



Images from the OPCD call for ideas depict how conversions to housing could help activate street level spaces.



City of Seattle

How Seattle and the State are supporting conversions

City of Seattle

- 2023 OPCD “Call for Ideas” competition
- **Regulatory and cost relief legislation**
- Direct consultation/support to owners
 - Support for federal funding applications
 - Possible interpretations of construction codes

Washington State

- State sales tax exemption ESSB 6175



In summer 2023, Mayor Harrell released his Downtown Activation Plan



City of Seattle

2023 OPCD call for ideas competition

13 quality proposals

- Floor plans / design
- Financial feasibility information
- Housing mix and affordability levels
- Suggestions for policy or code changes

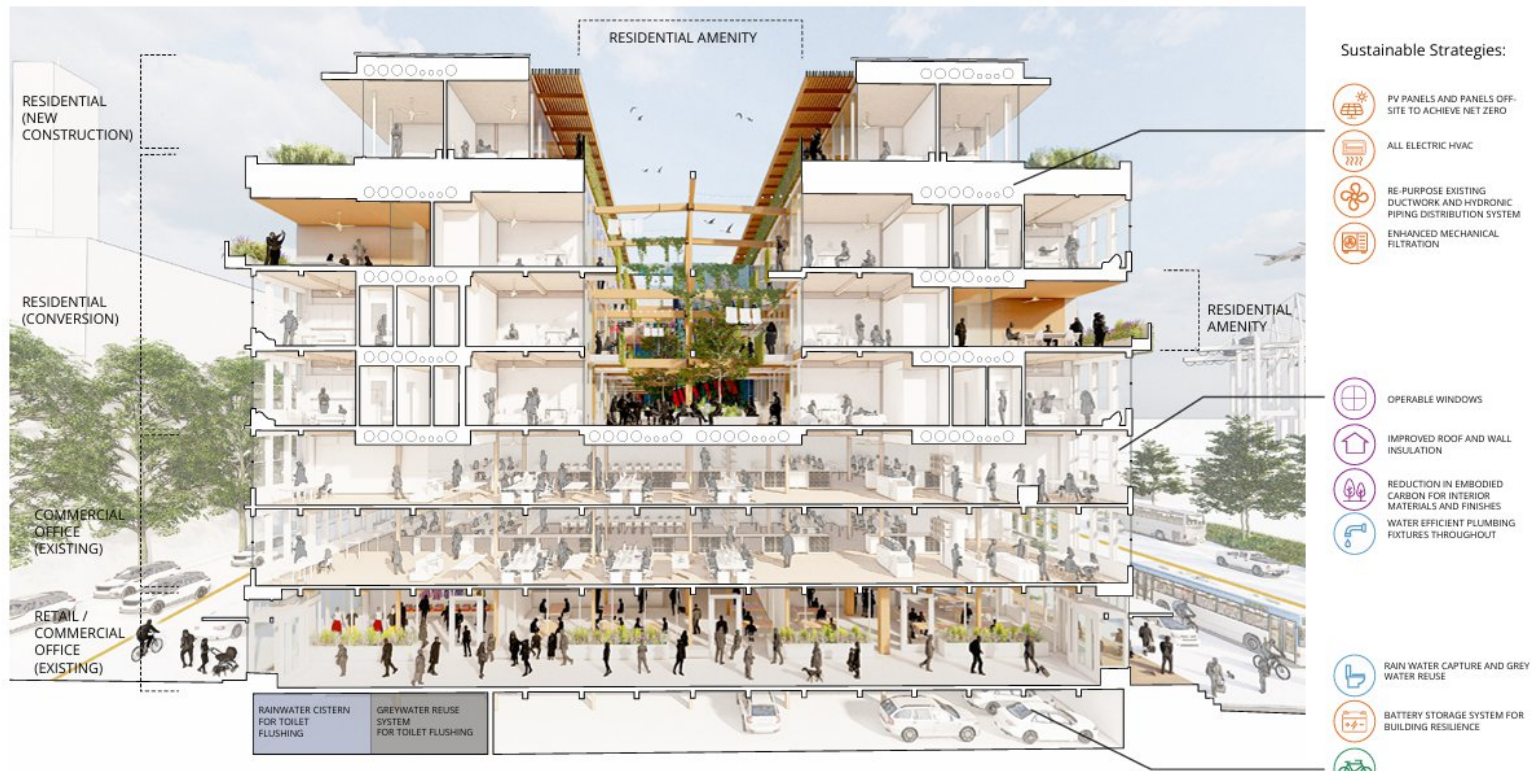


In mid-2023 OPCD conducted the “Call for Ideas” competition inviting building owners and designers to submit their concepts for conversions.



City of Seattle

Example - Polson and Western Buildings



Operating as a microcosm of a diverse city, the proposal embraces a mix of uses within a singular structure. The three top levels are converted to accommodate a dense distribution of studio units to help satisfy the demand for workforce housing. In order to offset the lower lease rates of these units,

two levels of office use has been maintained on the lower floors and an additional high-end penthouse structure has been added to accommodate the demand for family units.



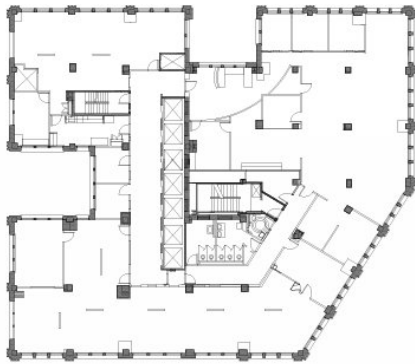
A new front door to a residential lobby opens to Alaskan Way- activating the western building facade to the newly improved public waterfront.



A central courtyard is carved out of the center of the block to provide light and air to residential units. The timber structure is maintained as a spatial remnant of the historic warehouse use.

Example - Smith Tower 2.0

Typical Existing Floorplate



Lower Tower Typical Proposed Plan



Seattle is providing direct consultation / support to owners

- Partnering with owners to support application for federal RRIF and TIFIA financing opportunities made available by the Build America Bureau
- Building officials are available to work with owners on possible early guidance about construction codes:
 - Seismic / structural
 - Energy code



A developer is exploring conversion of the Colman Building with City support for a federal financing program.



City of Seattle

Washington State – sales tax exemption

- **Washington State legislature passed ESSB 6175 during the 2024 session**
 - Exempts construction sales tax on conversion developments.
 - Requires 10% of housing units to be affordable for 10 years at the 80% AMI level.
 - Cities must enable the exemption with a local action. (Work is in progress)

Business | Real Estate

Seattle office building is set for apartment conversion

Jan. 3, 2024 at 3:55 pm | Updated Jan. 3, 2024 at 4:55 pm



This office building at 201 Queen Anne Ave. N. in Seattle is set to be converted into apartments. It could be the first office-to-residential conversion in Seattle since the pandemic. (Karen Ducey / The Seattle Times) Less ^

The developer of a conversion in Lower Queen Anne is seeking to take advantage of the sales tax exemption.



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Distressed Office Building - Example Scenarios

- Office tenants' lease terms finish and most tenants don't renew
 - Building becomes mostly or entirely vacant
- With drastically reduced rental income the building owner struggles to repay its financing obligations
 - Owner puts the building up for sale at a reduced price



Scenario A: No Conversion to Residential

- Bank forecloses and seizes the building; or
- Private equity firms swoop in to buy and hold
- A “zombie building” sits vacant for 3 – 7 years until macroeconomic conditions change

Scenario B: Conversion to Residential

- A local development company acquires the building, motivated by a continually strong housing market and insight into unique local conditions
- New owner aggressively pursues conversion to market rate residential as soon as possible (1 – 2 years of development)
- A new revitalized residential building is occupied by hundreds of new neighbors



Vacant office structure example

- Structures left in a vacant state for an extended time have an increased likelihood of physical deterioration and foregone maintenance.
- The perception of safety and comfort can be negatively affected in public spaces near vacant structures.



The Grand Central block near Occidental Square Park.



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Completed office conversion example

- **Converted structures often have unique character features that can appeal to residents.**

Project Overview

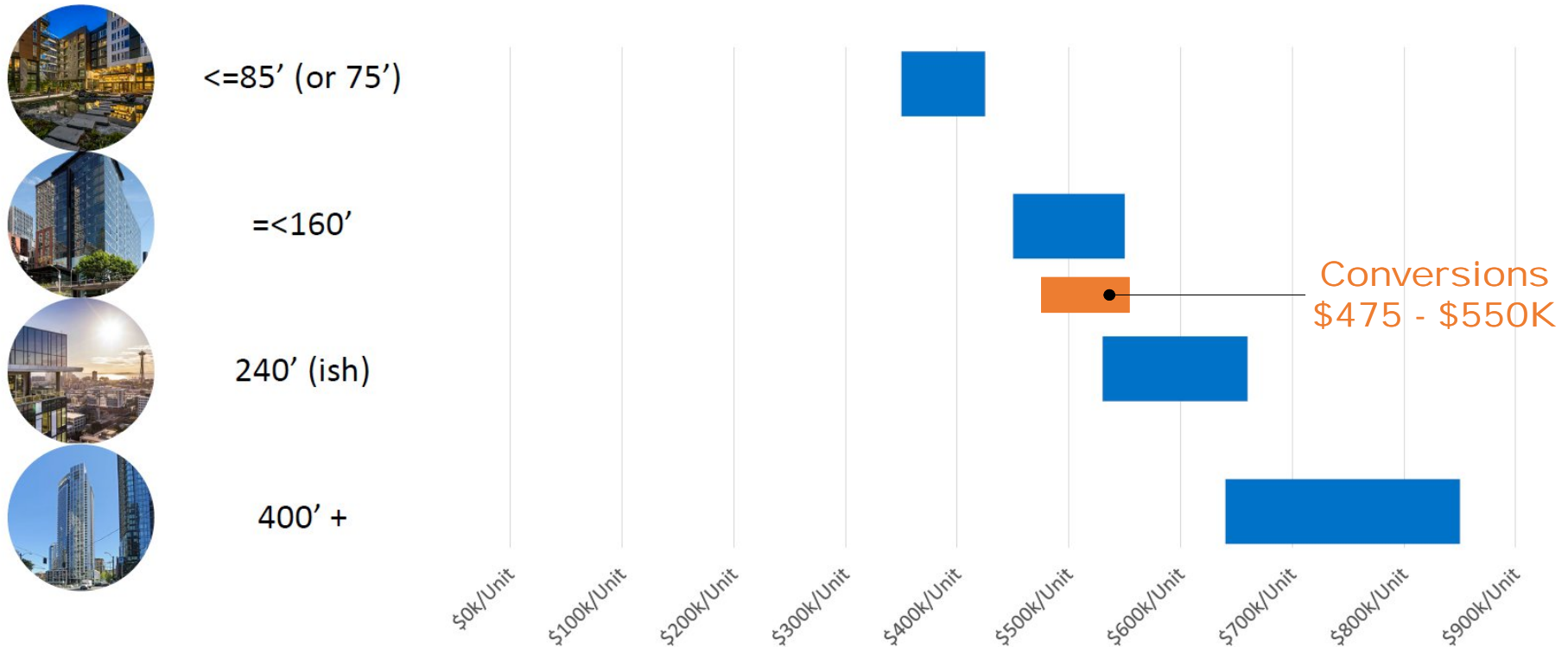
Property Name:	The Astor at Washington Building
Address:	1019 Pacific Ave, Tacoma, WA
Neighborhood:	Downtown Tacoma (CBD)
Year Built:	1925
Square Feet:	123,687
Floors:	18
Construction Start Date:	October 2020
C of O Date:	March 2022
Budget:	\$65 Million
Residential Units:	156



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Development cost comparisons

Cost reductions are necessary to make conversion developments competitive with ground up construction.



Conversion development cost drivers

- Seismic / structural upgrades
- Energy code upgrades
- New plumbing / HVAC systems
- Accessibility requirements
- Uncertainty / unknowns



Example of seismic retrofit



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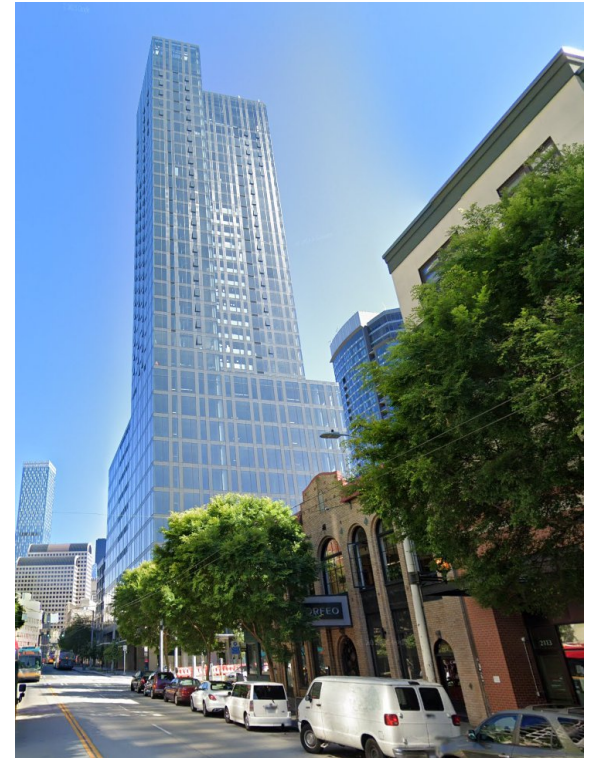
Regulatory and Cost Relief Legislation Proposed CB 120761



City of Seattle

Proposed regulatory and cost relief legislation

- Exempts conversion proposals from all dimensional and design development standards in downtown, commercial and mixed-use zones
- Applies to new projects, projects in construction, and projects with Master Use Permits (MUPs) that have not started construction yet
- Waives the Mandatory Housing Affordability (MHA) requirements
 - For conversions only
 - Pipeline and already-permitted projects still contribute



An owner intends to convert the office portion of a mixed-use tower.



City of Seattle

Exempting conversions from MHA

The proposed exemption does not conflict with MHA's two foundational bases and does not set a precedent for other types of MHA exemptions.

1. MHA's basis as a development incentive.

- Authority is based on the Washington State Growth Management Act 36.70A.540
- MHA requirements are always accompanied by an upzone (added development capacity)
- In the case of conversion – **the builder is not accessing the added development capacity.**

2. MHA basis as impact mitigation.

- City's basic police power and SEPA allows regulation of development to mitigate impacts.
- In the case of conversion an old use is being replaced by a new use with equal or lesser impacts. **The builder is not creating a new adverse impact that needs to be mitigated.**

MHA contribution amounts in downtown are generally 2%-7% of units or \$12 - \$27 / sq. ft. for residential.



Other summary information

- OPCD estimates that with this legislation and ESSB 6175, less than a dozen conversion projects would result in 1,000 – 2,000 new housing units within a medium term 7-year time horizon.
- Without this legislation and ESSB 6175 OPCD believes there will be 0 conversions (10 units or greater) in and around downtown.
- A SEPA Determination of non-significance (DNS) was issued on the proposal in January, 2024 and no appeals were received.
- Mayor Harrell places a high priority on adding housing downtown as part of the Downtown Activation Plan, including via conversions.



Higher historic office floor to floor heights can support the design of new lofted residential units.



Thank you.

Office of Planning and Community Development (OPCD)
Geoffrey.Wentlandt@Seattle.gov



City of Seattle

Interim Street Activation Legislation

June 5, 2024

Seattle Department of Construction and Inspections



City of Seattle

Purpose and Goals

- Help fill vacant spaces
- Broaden the range of potential new tenants
- Attract more daily activity and eyes on the street – add more vitality
- Promote creativity and entrepreneurship by allowing new types of businesses



Business and Foot Traffic Data

- Downtown business openings and closures:
 - Nov '23 to March '24: 9 openings and 21 closures
 - 2020 to 2021: 102 openings and 161 closures
- Foot traffic is still regaining year-over-year, but pace is slowing:
 - 2022 – 2023: +10 - 15% (comparing same months)
 - 2023 – 2024: +5% (" " ")

Source: DSA, 2024



Proposal

- Interim legislation: in place for 3 years, for Downtown, S. Lake Union, Uptown
- Applies to Class I & II Pedestrian Streets with street-level use requirements (maps to follow)
- Provide more code flexibility and reduce barriers:
 - Allow greater variety of ground-floor and 2nd-floor uses
 - Encourage creative floor plans
 - Maintain exemptions from density limits
- New uses can remain after the interim period, and may revert to prior uses



Comparison of Uses Allowed

Drawn from uses allowed in pedestrian-oriented neighborhood business districts

Existing allowed uses limited to following:	Proposed additional interim uses:
Arts facilities, entertainment uses: recreational, athletic, theaters, lecture halls, libraries, parks	Arts installations, Custom & craft work: glassblowing, printing, motion picture studios, pottery, sculpture, other personal or household items, parks
General sales and services, retail major durables sales (such as furniture)	Sales and services, non-household: such as restaurant supply, business support services
Restaurants: eating and drinking	Food: food and beverage production, commissary kitchens, catering services
Human services, child care, religious facilities, museums, low-income housing (Seattle Mixed)	Medical services: doctors, dentists, vets, chiropractic
	Institutional uses: community centers and support services, community clubs, institutes of advanced study
	Offices and R&D laboratories

Downtown

Downtown Map 1G:

- Require active street level uses, per 23.42.041
- == Allow interim street activation uses
- Special Review or Historic Districts

- The proposal applies to the outlined streets.
- Existing street level use requirements proposed to be maintained on the streets mapped as —

All streets shown are "Class I pedestrian" designated or Green Streets



South Lake Union

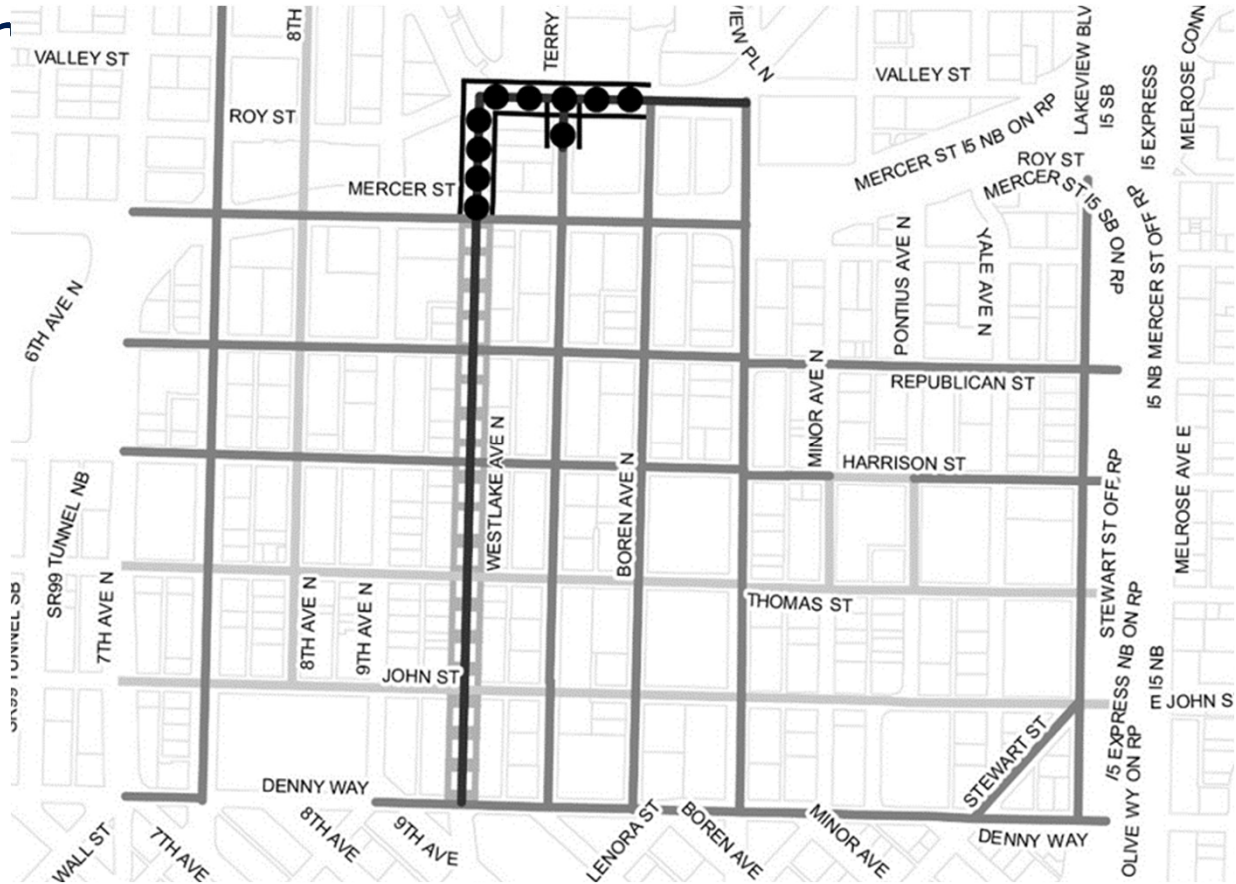


Class I Pedestrian Street; allow interim street activation uses



Required street level uses (Class I)

Existing requirements proposed to be maintained



Uptown



Class I Pedestrian Street; allow interim street activation uses



Class II Pedestrian Street; allow interim street activation uses



Required street level uses

Existing requirements proposed to be maintained



Small Spaces are Activators

- People create the daily life that animates the city
- Allow more small businesses by reducing required dimensions at street-level



Flexibility For Multi-level Destination Uses

- Interior design flexibility to encourage creative layouts, such as multi-floor street-level uses



Questions?

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