

# UWMC-Northwest Major Institution Master Plan (MIMP)

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Development Advisory Committee Meeting #8  
September 11, 2023

# Agenda

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- **Committee Business**
- **Overview Draft MIMP & Draft EIS Documents**
- **SEPA Comment Period & Open House**
- **Public Comment**
- **Project Schedule**
- **DAC Meeting Schedule**

# Committee Business

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# DAC & Community Input Process



# DAC PDMIMP & PDEIS Comments

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# Preliminary Drafts: DAC Comments

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## ■ Recommended Revisions

*Items below outlined as recommended revisions in the 8/15/2023 DAC Letter*

- 1. Campus Access Point on 120<sup>th</sup>** : “Prohibiting a new vehicular access point from N 120<sup>th</sup> 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”
- 2. Restricting Height Locations** : “Locating the tallest structures only near the central or southern areas of the property”
- 3. Defining Parking Garage Locations** : “Allowing parking garages in the SE and SW corners of the property”
- 4. Revised Setbacks** : “Increasing the setbacks abutting residential parcels”
- 5. Restricting Height Locations** : “Restricting building height near residential property lines”
- 6. Trees at Property Line** : “Maintaining trees and vegetation on the property now, during and after the development”

# Preliminary Drafts: DAC Comments

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- Other Significant Concerns

*Items below stood out as significant and repeat comments*

- 7. Central Utility Plant:** Location and details of infrastructure, noise and air quality
- 8. Campus Loop Road:** Interest in restricting location
- 9. Parking:** Ensuring enough on-site parking
- 10. Loading Berths:** Location and quantity
- 11. Landscape :** Preservation, quality & maintenance

# 1. Campus Access Points

## What We Heard:

- Recommended Revision : “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”
- Strong preference from DAC for third campus entry to be placed along N. 115<sup>th</sup> rather than N. 120<sup>th</sup> Street.

## Draft MIMP & Draft EIS:

- **No Change:** Both options will remain for the public Draft MIMP/EIS to obtain full community input. We anticipate identifying a Preferred Alternative in the Final MIMP/EIS.

Proposed DAC Revision to Campus Access





# Height & Setbacks (Items 2,4 and 5)

## What We Heard:

- Recommended Revision : “Locating the tallest structures only near the central or southern areas of the property”
- Recommended Revision : “Restricting building height near residential property lines”
- Recommended Revision : “Increasing the setbacks abutting residential parcels”
- Recommended Revision : “Setbacks may include drive-aisles, parking, etc. as long as the existing vegetation remains intact..., 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.”
- DAC Proposed Alternative

DAC Proposed Alternative included in August Comment Letter



# Height & Setbacks (Items 2,4 and 5)

## A few reminders:

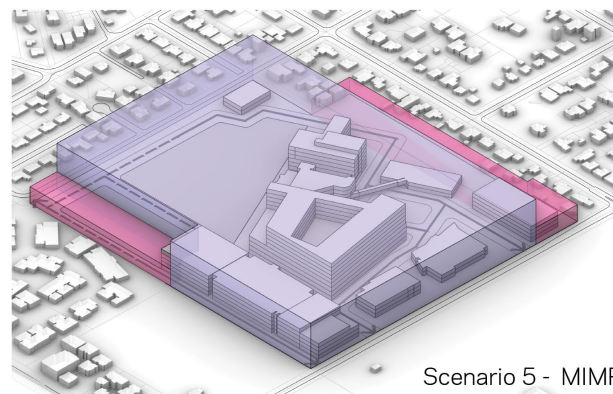
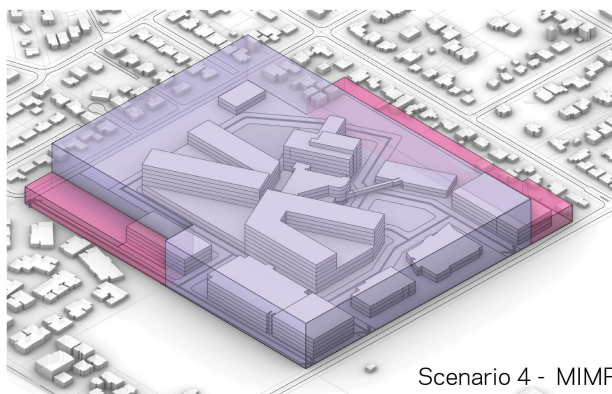
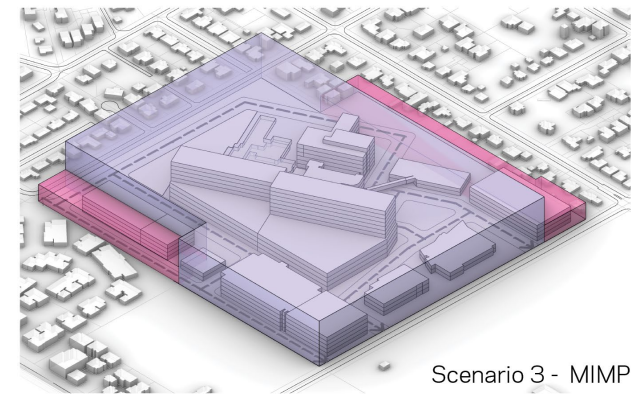
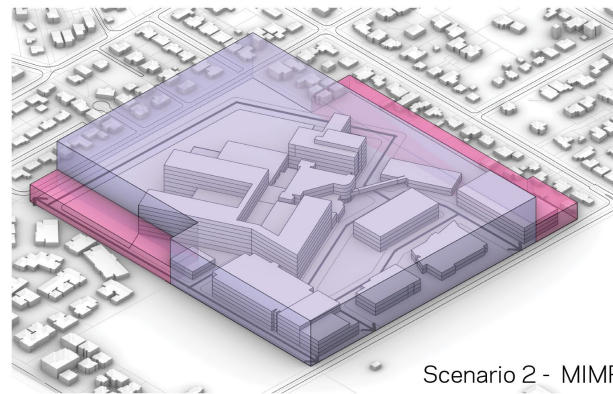
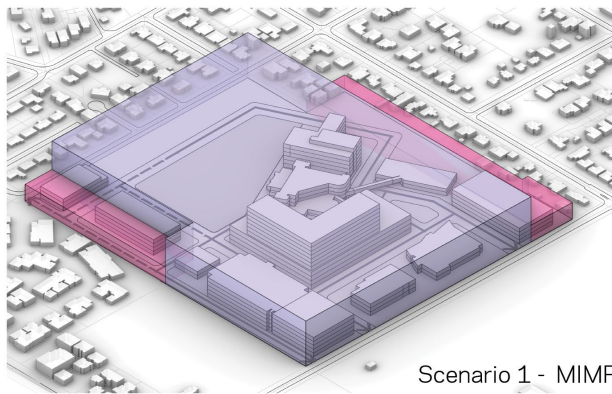
- UWMC needs to meet program growth requirements.
- UWMC is constrained by landleases on the south edge of campus
- A-Wing needs to remain in place for duration of MIMP
- Our proposed setback and height approach was generated to establish equity for all adjacent residential neighbors.
- Several development scenarios were studied to ensure height and setbacks wouldn't limit development options.



# Tested 5 Potential Development Scenarios\* – Alternative 1

Nothing has been designed yet.

\*for illustrative purposes only

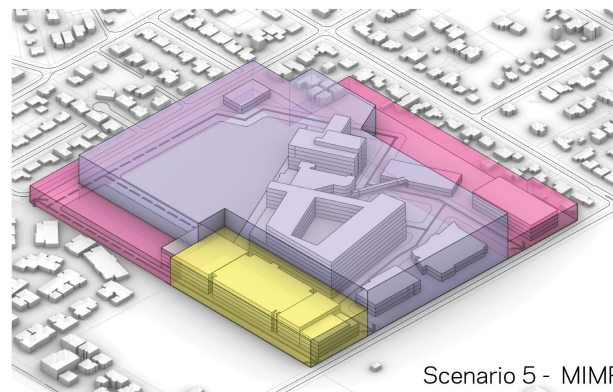
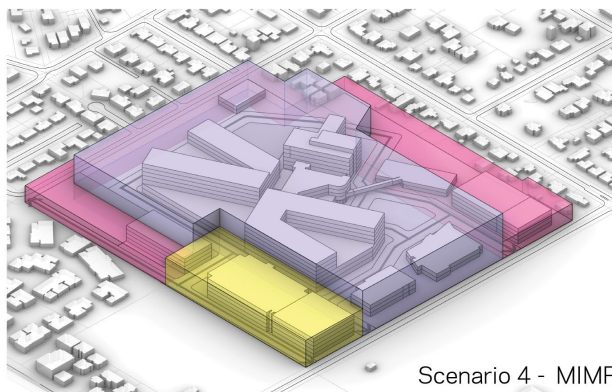
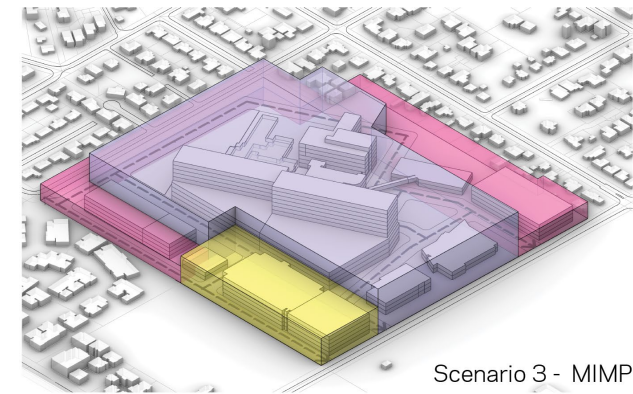
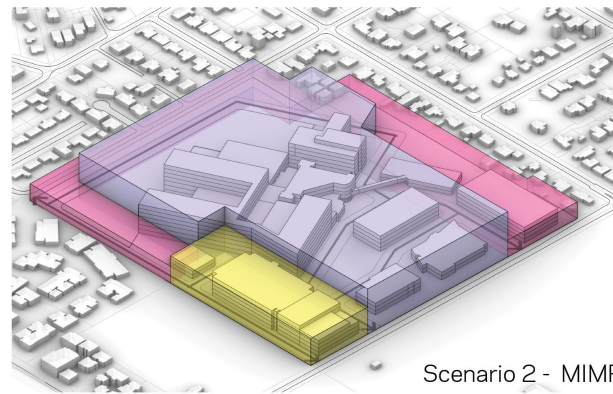
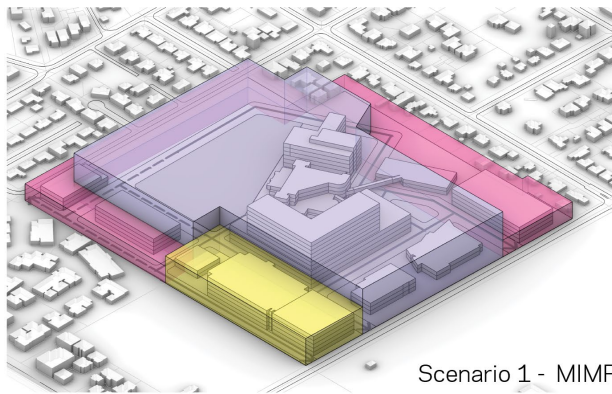


- 65' MIO
- 175' MIO (Conditioned Down from 200')

# Tested 5 Potential Development Scenarios\* – Alternative 2

Nothing has been designed yet.

\*for illustrative purposes only



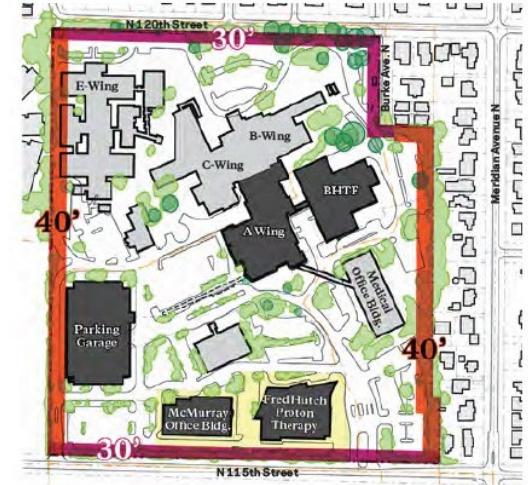
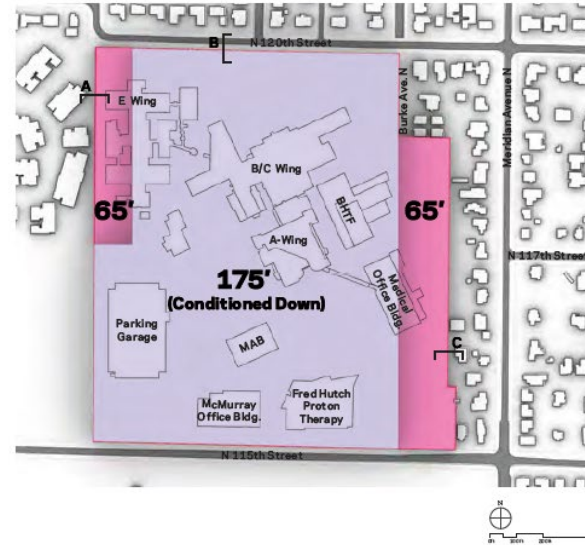
- 65' MIO
- 105' MIO
- 175' MIO (Conditioned Down from 200')

# Height & Setbacks (Items 2,4 and 5)

## Draft MIMP & Draft EIS:

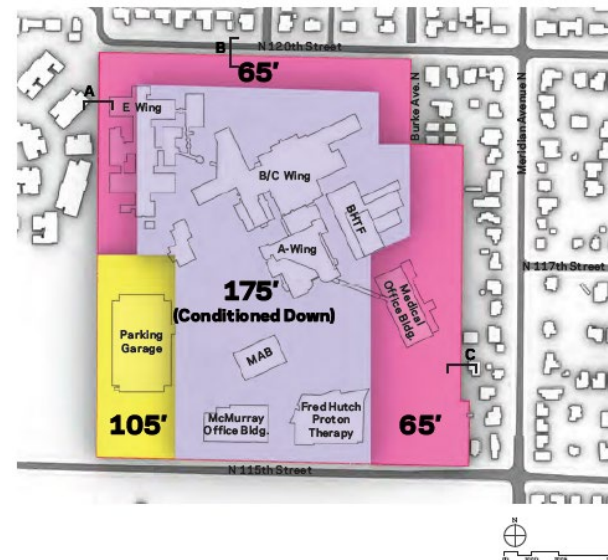
- No Change to Alternative 1 and 2:** We appreciate the DAC comments on setback and height limits. The alternatives are not changing in the Draft MIMP/EIS however, as we need to be open for the larger public to review and comment.
- DAC Proposed Alternative:** The DAC proposal does not meet the need to serve the current and anticipated growth in medical services over the life of the MIMP. The proposed alternative includes height limits lower than exist today with greater setbacks in some areas than exist today.

Alternative 1



- 30' Setback along rights of way
- 40' Setback abutting parcels

Alternative 2



- 20' Setback along rights of way
- 30' Setback abutting parcels

# 3. Defining Parking Garage Locations

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## What We Heard:

- Recommended Revision : “Allowing parking garages in the SE and SW corners of the property”
- Beyond the clear recommendation to define parking garage locations the DAC suggested defining locations with other uses were to be located / not located, including the Central Utility Plant and the childcare function.

## Draft MIMP & Draft EIS:

- **No Change:** The proposed MIMP does not define or restrict development function or use within the campus. Developable area within campus can be used to house any function that is allowed – including but not limited to parking garages, central utility plant, daycare facilities, hospital and/or medical office buildings. Because the size and sequence for projects is not known, flexibility is required to support the development of campus over time while maintaining patient care.

# Trees & Landscape (Items 6 and 11)

## What We Heard:

- Recommended Revision : “Maintaining trees and vegetation on the property now, during and after the development.”
- There were many comments regarding tree preservation, landscape quality, and maintenance practice recommendations.

## Draft MIMP & Draft EIS:

- **No Change** : Development standards regarding screening encourage the retention of these trees. The DMIMP language leverages the standards to encourage preservation of healthy trees where possible.
- The comments regarding tree preservation, landscape quality and maintenance do not belong in the MIMP. These will be included in the Urban Forest Management Plan which is currently under development. We will share this plan when it's complete.

## SCREENING

**Intent:** Provide visual screening to reasonably obscure a view from adjacent properties to campus utility equipment, support service areas, and/or surface parking operations.

**Standards:** Screening shall be implemented for new development through the use of vegetation, trees, fences, walls, and 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.

# 7. Central Utility Plant

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## What We Heard:

- Several detailed questions about the equipment, infrastructure and configuration of the central plant.
- Clear concerns regarding noise, exhaust and storage of gases and fuel.
- Desire from the DAC to define and/or limit the locations of the central plant in the MIMP.

## Draft MIMP & Draft EIS:

- **Additional Information Added to Draft EIS:** Additional detail on the Central Utility Plant (CUP) has been added to the Draft EIS, including updates to Draft EIS Chapter 2 (Descriptions of Alternatives), Section 3.2 (Air Quality/GHG Emissions), and Section 3.3 (Environmental Health – Noise).
- **CUP Level of Detail:** We are unable to provide the detail requested until design begins on this project. There are several options for equipment selection and approach to critical infrastructure that need to be studied and addressed before this level of detail can be defined. The UWMC will work closely with the IAC in the project's design phase to work through these details.
- **CUP Location:** The proposed MIMP does not define or restrict development function or use within the campus. CUP location is yet to be determined. The Implementation Advisory Committee (IAC) Process section added in Chapter IV helps explain how the future IAC members will help oversee review of the CUP project.
- **Design Guidance & Development Standards:** The DMIMP proposed guidance will help inform the design of the CUP, include Design (Landscape & Screening), Infrastructure and Venting & Exhaust.



# 7. Central Utility Plant

## What is a Central Utility Plant (CUP):

- Critical infrastructure in one location for whole campus: emergency generators, electrical switchgear, mechanical equipment (heating & cooling) and water *(all functions and equipment that exists today on campus)*
- Supports phased campus development with less disruption to patient care
- Master Planning Assumptions UWMC – Northwest campus CUP sized at 20,000 SF, potentially 24' tall.

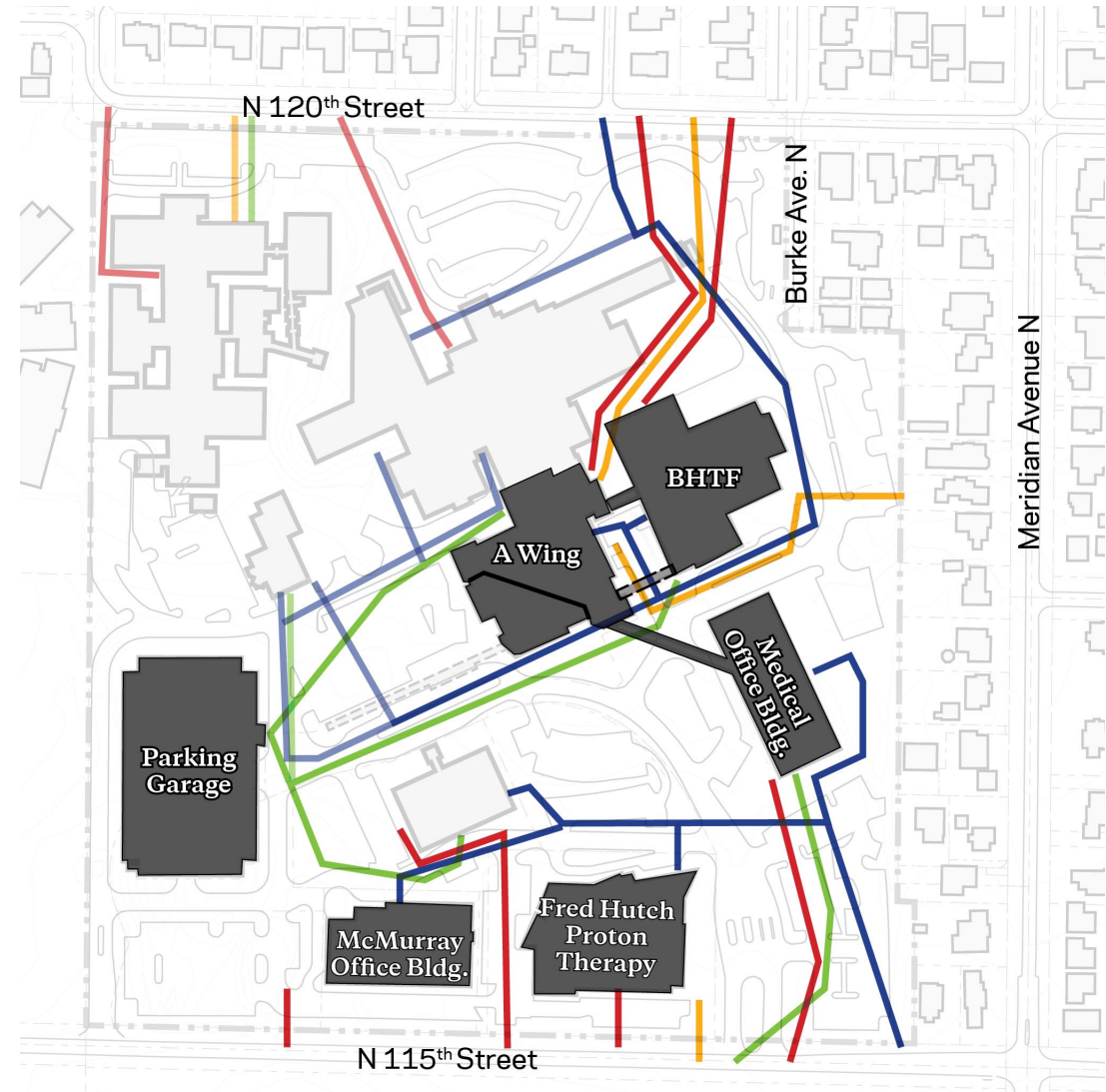
## CUP Examples



# 7. Central Utility Plant

## Central Utility Plant Planning Constraints

- Need an undeveloped site: probably one of the first projects, post-approval of the MIMP
- Must be located where area is not needed for Inpatient development (additions to A-Wing and/or BHTF)
- Ideally located where existing utilities are not impacted during CUP construction
- Consider opportunity to connect to 2 power substations, easily serviced from both N 115th & N 120th Streets



## 7. Central Utility Plant

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### Central Utility Plant Clarifications:

- **Replacement of existing equipment and infrastructure:** All future infrastructure housed in a new CUP currently exist on campus today. This project would upgrade the EQ to current technologies which could improve emissions and acoustic performance. Additional study is needed to determine infrastructure needs and equipment selections. *This will take place during the Central Utility Plant design phase.*
- **Emissions and exhaust:** A study will be conducted to understand air quality impact *during the Central Utility Plant design phase.* Emissions and air quality will depend on generator size, emission system and prevailing winds across site. The project would comply with regulatory requirements for air quality.
- **Sound Attenuation:** The CUP will be an enclosed building which houses most of the infrastructure within the walls of the facility. Construction methods and sound dampening attenuation will be used to reduce the decibel level of any noise generating equipment into ranges that are acceptable per the SDCI noise ordinance. Noise produced by generators are created when used in emergency situations and during monthly testing only. *Noise impacts depend on equipment selection and construction methods. This will need to be studied and discussed with the IAC during the design phase of this project.*

# 8. Campus Loop Road

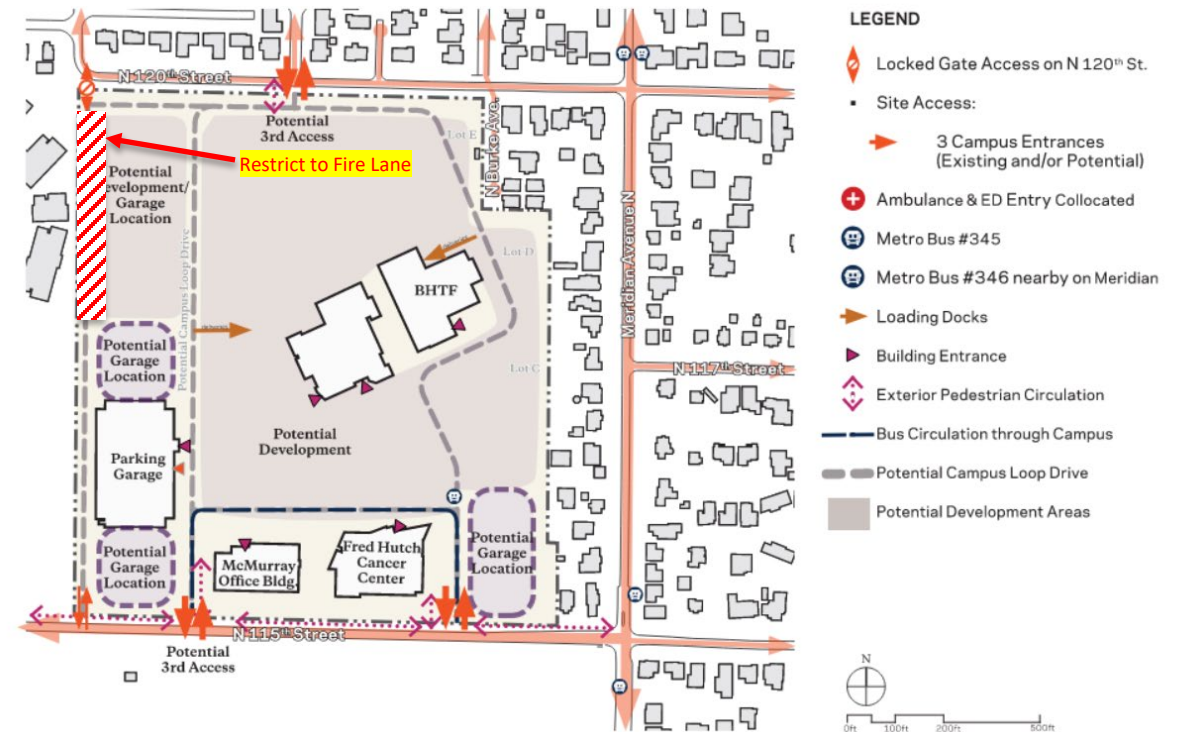
## What We Heard:

- Several comments suggesting restrictions on the loop road location. Specifically in the NW corner adjacent to Stendall Place.
- Request to restrict the campus loop road in the N corner to fire lane only.

## Draft MIMP & Draft EIS:

- **Loop Road No Change:** The intent of a revised campus loop road is to improve access and ease of wayfinding within campus. As stated in the Draft MIMP “The Specific alignment of this internal drive will be dependent on the location of the future development on campus.” Detail on the internal campus circulation will be developed in association with each development at which time the IAC will be consulted for input.

DAC Proposed Restrictions included in August Comment Letter



# Vehicle Parking

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- **City Standards (SMC 23.54.016.A.2)**
  - **For hospitals and medical office facilities within a major institution, the SMC defines minimum parking requirements based on a projection of the number of doctors and staffing present at the peak periods as well as the bed count. The maximum amount of parking is calculated by taking 135% of the minimum amount.**

# 9. Parking (Numbers)

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## What We Heard:

- **Parking Maximum & Minimum Stalls:** Recommend raising allowable maximum and mandatory minimum number of parking stalls to prevent overflow into adjacent residential zone.
- **Phased Parking Increase:** Recommend parking supply need to be calibrated and in tandem with increased capacity.
- **Zoning Code References:** 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.

## Draft MIMP & Draft EIS:

- **Maintain Proposed 3,300 Maximum Parking Stalls:** Access to existing parking information provides a better understanding and representation of the needs of the campus. The projected maximum parking supply considers the projected demand considering “right-sizing” of the facility for patient services and efficiency factors based on the future parking supply.
- **No Change – Not Proposing a Minimum Parking Stalls:** Not defining a minimum parking requirement allows the parking supply to reflect reductions in SOV rates and associated impact on the parking supply to be provided. Parking supply is intended to be proportional with increased development.

# 9. Parking (Location)

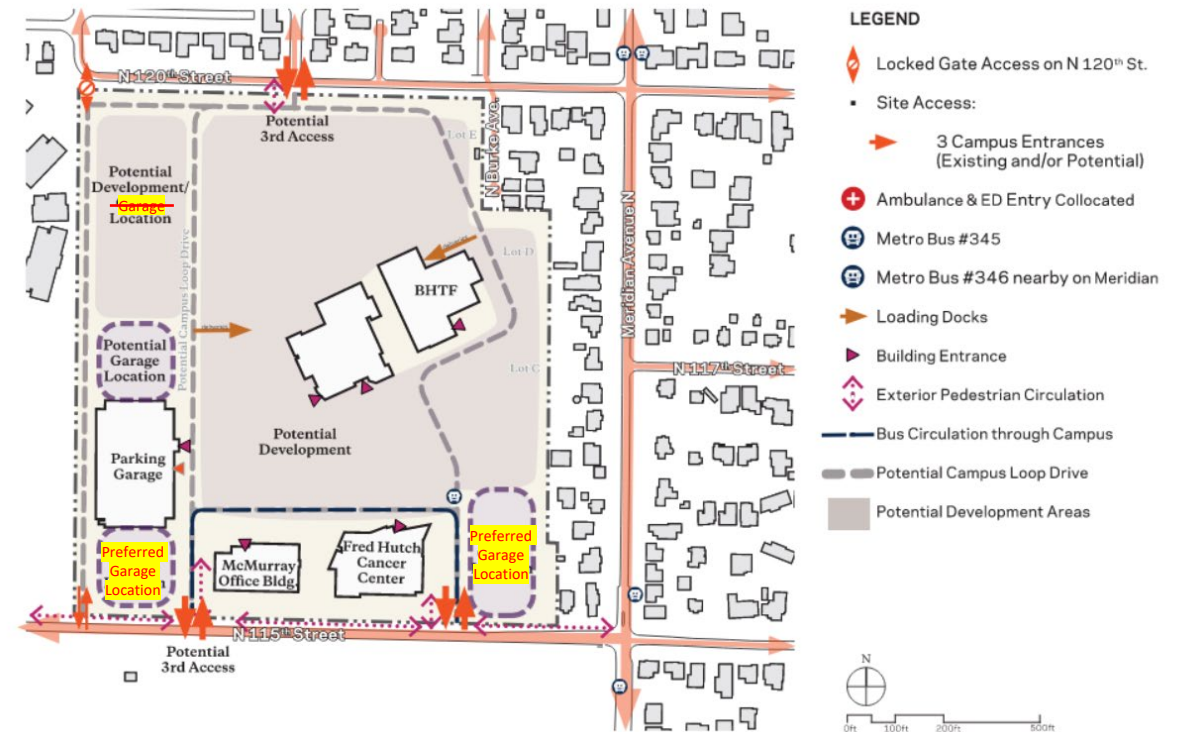
## What We Heard:

- **Overflow Parking:** Acknowledge that anecdotal evidence indicates some staff overflow parking is happening adjacent to campus.
- **Phased Garage Locations:** Preference for garage locations in southwest and southeast corners. Removal of language to potential garage locations elsewhere on campus.

## Draft MIMP & Draft EIS:

- **No Text Added:** UWMC provides strict guidance to staff against off-campus parking on adjacent streets. Any overflow parking is behavioral, not due to lack of available parking on-campus.
- **Preferred Garage Locations No Change:** Preference noted. As stated previously, the DMIMP will not dictate use locations. The two preferred garage locations in the DAC recommendation will not yield enough parking to meet demand. Additional parking locations will be required.

DAC Proposed Restrictions included in August Comment Letter



## 9. Bicycle Parking

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- **City Standards (SMC 23.54.016.B.2.d)**
  - ***Medical Institutions.*** A number of spaces equal to two percent of employees, including doctors, present at peak hour;
    - ***If at the time of application for a master use permit, the applicant can demonstrate that the bicycle parking requirement is inappropriate for a particular institution because of topography, location, nature of the users of the institution or other reasons, the Director may modify the bicycle parking requirement.***



# 9. Bicycle Parking

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## What We Heard:

- **Intent Language:** Recommend that the language "should" be changed to "shall" in [the Development Standards] section.
- **Bicycle Parking Numbers:** Recommend referencing SMC 23.54.015.K for minimum bicycle parking requirements.

## Draft MIMP & Draft EIS:

- **Text Changed:** Intent statement in Development Standards changed to "shall" – *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.*
- **No Change:** DMIMP is establishing bicycle parking requirements based on current usage, projected forward.
  - Current peak demand for the campus is 7 bicycles.
  - Maintain current supply of 52 short-term spaces and 71 long-term spaces to be completed with the Behavioral Health Teaching Facility. No new bike parking spaces to be identified in the MIMP.
  - Monitor use of existing/future bicycle parking spaces as part of bi-annual TMP reporting requirements. Add parking when warranted based on utilization. The need for additional bike parking will be identified through bi-annual surveys. This assures that the bicycle parking proposed is aligned with the need, in terms of both location and amount of spaces.

# 10. Loading Berths

- **City Standards (SMC 23.54.035A)**
  - Hospital is considered a “high demand” per Table A.
  - Requirements for High Demand uses include:

	For each additional 140,000	1 additional berth
<b>High Demand</b>	5,000 to 16,000	1
	16,001 to 40,000	2
	40,001 to 64,000	3
	64,001 to 96,000	4
	96,001 to 128,000	5
	128,001 to 160,000	6
	160,001 to 196,000	7
	For each additional 36,000	1 additional berth

- **835,457 sf added with MIMP = 24 berths**
- **1,600,000 sf equates to 46 berths**

# 10. Loading Berths

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## What We Heard:

- **Text Changes:** Clarifications in title and text regarding Loading Docks versus Loading Zones
- **Screening near Loading Areas:** Add language to require visual & noise screening from adjacent property lines, as close to the loading areas as possible.
- **Timing & Location of Deliveries / Services:** Restrict and/or consolidate deliveries and/or garbage pick-up
- **Loading Berth Analysis:** Additional information wanted to justify number of loading berths.

## Draft MIMP & Draft EIS:

- **Text Clarified:** Section retitled “Loading Berths” to focus on vehicular deliveries; and clarification added that “Loading” refers to services, not passenger loading.
- **No Change in This Section:** Screening discussed separately, to provide visual and noise relief for service areas and other “back of house” functions.
- **No Change to Timing or Proposed Locations:** Deliveries occur 7 days/week, at all hours; timing cannot be restricted. DMIMP does not specify use locations.
- **No Change to Number of Loading Berths:** Proposed loading berths is dictated by City code. UWMC has proposed a centralized, reduced approach based on current operations and utilization, projected forward for growth.

# 10. Loading Berths

- Development Standard

Scenario	Size	Demand (minutes)	Number of Loading Berths	Utilization
Existing	549,697 sf	621	3	35%
No Action	764,543 sf	866	8	18%
MIMP Alt #1	1,600,000 sf	1,796	9	33%

- Justification

- Campus deliveries are expected to continue to be managed at a campus-wide level. This will likely include one or two primary dock locations. The future needs of the campus have been identified based on the existing demand rates and a targeted utilization of 40 percent or less.

# **SEPA Comment Period & Open House**

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# SEPA Open House

## September 5<sup>th</sup> – October 5<sup>th</sup> :


- Public Comment Period
- Online Open House

## September 21<sup>st</sup> 6 – 8pm : In-Person Open House

- Medical Office Building, Board Room 202

## Comment Opportunities

- Written comments by mail and e-mail
- Online Open House
- In-Person Open House comments



UW MEDICAL CENTER – NORTHWEST

### MAJOR INSTITUTION MASTER PLAN UPDATE

**UWMC – Northwest is updating its Major Institution Master Plan (MIMP) that will define a long-range plan for the medical center property.** As part of this process, UWMC – Northwest is hosting a State Environmental Policy Act (SEPA) Draft Environmental Impact Statement (DEIS) comment period from Sept. 5 – Oct. 5, 2023.

**YOU'RE INVITED!**

<b>ONLINE OPEN HOUSE AND DEIS DOCUMENTS</b>	Sept. 5 – Oct. 5, 2023 <a href="http://NorthwestMasterPlan.infocommunity.org">NorthwestMasterPlan.infocommunity.org</a>
<b>IN-PERSON OPEN HOUSE</b>	Thursday, Sept. 21, 6–8 p.m. 1550 N 115th Street, Seattle, WA 98133 <i>Medical Office Building, 2nd Floor, Board Room 202</i>

*You may also submit formal DEIS comments.*  
MAIL: Julie Blakeslee | Univ. of Washington, Box 352205, Seattle, WA 98195-2205  
EMAIL: [NorthwestMIMP@uw.edu](mailto:NorthwestMIMP@uw.edu)  
Mail and email comments must be received by 5 p.m. on October 5, 2023.

información sobre el proyecto y realizar comentarios formales sobre la Environmental Impact Statement (DEIS) conforme a la State Environmental Policy Act (SEPA).

**JORNADA DE PUERTAS ABIERTAS PRESENCIAL**  
Jueves 21 de septiembre, de 6 a 8 p.m.  
1550 N 115th Street, Seattle, WA 98133  
*Edificio de consultorios médicos  
2ª planta, sala de juntas 202*

**JORNADA DE PUERTAS ABIERTAS EN LÍNEA**  
5 de septiembre a 5 de octubre de 2023

环境政策法案 (SEPA) 的《环境影响声明 (DEIS)》范围提出正式意见。

面对面开放日  
9月21日星期四，  
下午6点至8点  
1550 N 115th Street,  
Seattle, WA 98133  
医疗办公楼  
2楼·董事会议室 202

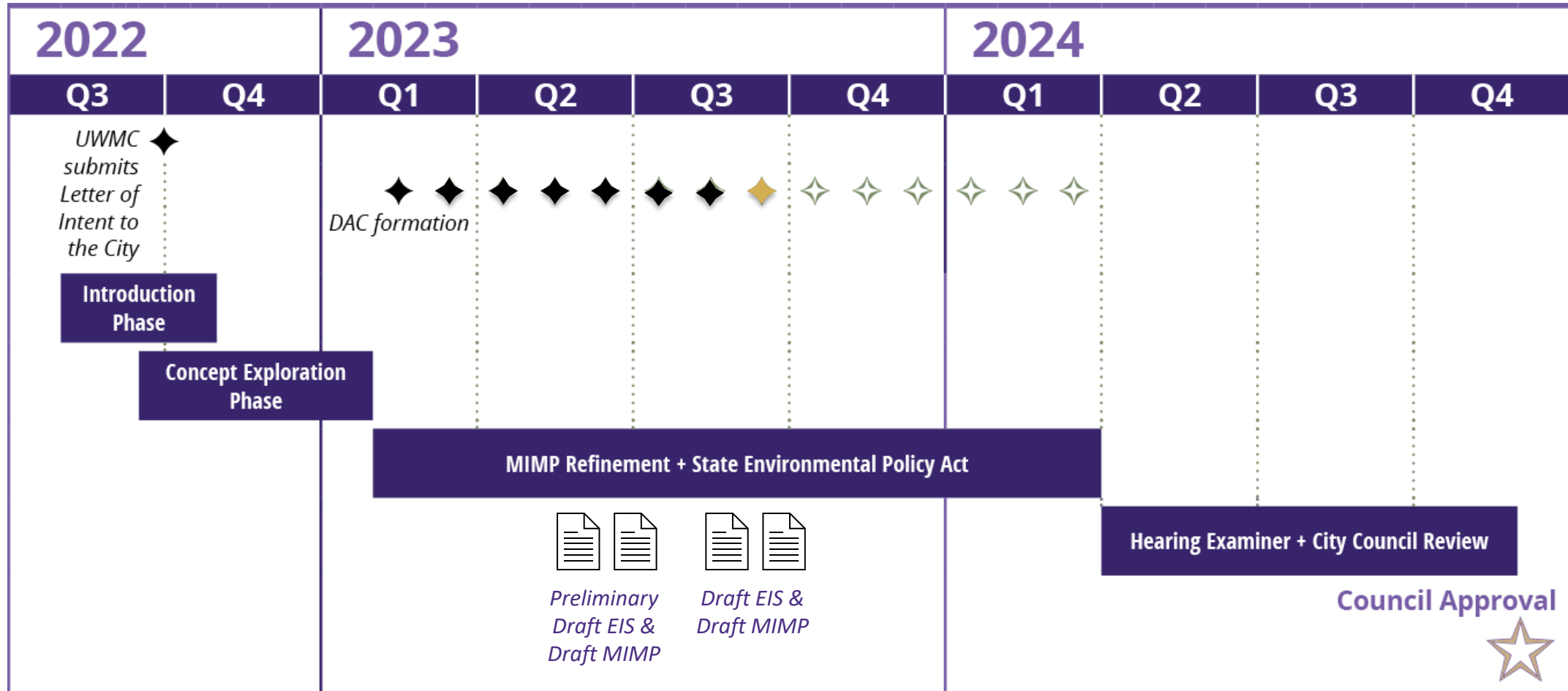
在线交流会  
2023年9月5日至10月5日

**NorthwestMasterPlan.infocommunity.org**

# Public Comment

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# Anticipated MIMP Schedule



◆ Development Advisory Committee (DAC) meetings



# DAC Meeting Schedule

Introductory Meeting	February 1, 2023	<ul style="list-style-type: none"> <li>• Introductions DON/Committee</li> <li>• DAC Orientation</li> </ul>
Meeting #1	March 23, 2023	<ul style="list-style-type: none"> <li>• Chair/Vice-Chair Elections</li> <li>• Presentation and Discussion of Concept Plan &amp; SEPA EIS Scoping Process</li> </ul>
Meeting #2	April 24, 2023	<ul style="list-style-type: none"> <li>• Update on EIS Scoping &amp; Outreach</li> <li>• Preview Design Guidelines &amp; Development Standards</li> </ul>
Meeting #3	May 22, 2023	<ul style="list-style-type: none"> <li>• Finalize and Submit Concept Plan Comments, Review Scenarios</li> <li>• Transportation &amp; Parking Introduction</li> </ul>
Meeting #4	June 26, 2023	<ul style="list-style-type: none"> <li>• Overview &amp; Distribute Preliminary Draft MIMP &amp; EIS</li> </ul>
Meeting #5	July 10, 2023	<ul style="list-style-type: none"> <li>• DAC Crafts Comment Letter on Preliminary Draft MIMP &amp; EIS</li> <li>• Q&amp;A, as Needed</li> </ul>
Meeting #6	July 24, 2023	<ul style="list-style-type: none"> <li>• DAC Crafts Comment Letter on Preliminary Draft MIMP &amp; EIS</li> <li>• Q&amp;A, as Needed</li> </ul>
Meeting #7	August 14, 2023	<ul style="list-style-type: none"> <li>• DAC Finalizes Comment Letter on Preliminary Draft MIMP &amp; EIS</li> </ul>
Meeting #8	Sept. 11, 2023	<ul style="list-style-type: none"> <li>• Review Changes Made to Draft MIMP &amp; EIS</li> </ul>
Meeting #9	Sept. 25, 2023 <i>(optional)</i>	<ul style="list-style-type: none"> <li>• DAC Crafts Comment Letter on Draft MIMP &amp; EIS</li> </ul>
Meeting #10	October 23, 2023	<ul style="list-style-type: none"> <li>• DAC Finalizes Comment Letter on Draft MIMP &amp; EIS</li> </ul>

**Thank you!**

