

UWMC-Northwest Major Institution Master Plan (MIMP)

Development Advisory Committee Meeting #10
December 4, 2023

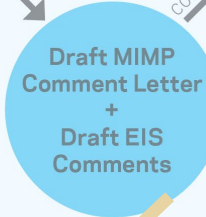
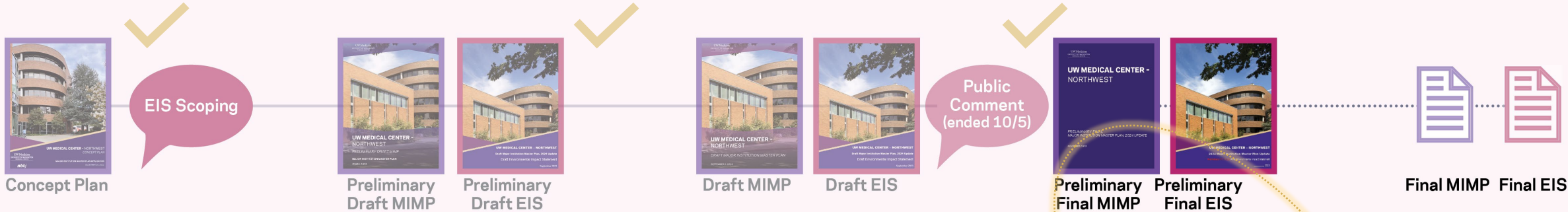
Agenda

- **Committee Business**
- **Draft MIMP & Draft EIS Public Comments Summary**
- **Overview of Prelim. Final MIMP & EIS**
- **Project Schedule**
- **DAC Meeting Schedule**

Committee Business

DAC & Community Input Process

KEY CAMPUS DELIVERABLES



COMMENT RESPONSES INCORPORATED

COMMENT RESPONSES INCORPORATED

COMMENT RESPONSES INCORPORATED

COMMENT RESPONSES INCORPORATED

DAC COMMENT OPPORTUNITIES



We are here

Draft MIMP/EIS SEPA Comment Period (closed)

✓ September 5th – October 5th :


- Public Comment Period
- Online Open House

✓ September 21st :

- In-Person Open House

Comments Received

- Received 56 comment letters



UW MEDICAL CENTER – NORTHWEST

MAJOR INSTITUTION MASTER PLAN UPDATE

YOU'RE INVITED!

ONLINE OPEN HOUSE AND DEIS DOCUMENTS	Sept. 5 – Oct. 5, 2023 NorthwestMasterPlan.infocommunity.org
IN-PERSON OPEN HOUSE	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
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

NorthwestMasterPlan.infocommunity.org

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

All Comments & Responses Included in Preliminary Final EIS

- All comment letters included in full & numbered for ease of reference
- Comments in each letter were itemized and UWMC responded to each comment
- Approximately 140 pages!

DAC Comment Letter, page 2

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"

Response to DAC Comment Letter, page 1 of 9

Preliminary – 11.17.23

RESPONSE TO LETTER 5a
UWMC-Northwest DAC

1. The comments related to the Development Advisory Committee (DAC) commitment to representing the community is noted. The comments related to Draft 2024 MIMP Update recommendations are noted and addressed by individual comment responses to this letter.
2. The requested description has been added to the Circulation Section of the 2024 MIMP Update to indicate that "N 120th Street and Ashworth allow circuitous access to Highway 99 through residential streets."
3. The following text has been added to Section III/Circulation of the 2024 MIMP Update to indicate "Campus parking is provided onsite in 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: N 115th and N 120th Streets. UWMC staff are directed not to park off-site within a several block distance of UWMC – Northwest."
4. Comments noted and the UWMC concurs. The cited points have been added to the Transportation Management Program (TMP) section of the 2024 MIMP Update where the proposed parking supply is identified along with an overview of the TMP and potential strategies.
5. Comments noted. The following responds to the four bullets in this comment.
 - a. The loop drive has not yet been designed or located; no fire lane only restrictions on any potential segment will be placed at this time. However, a 20-foot setback from the property line has been added to the Development Standards section of the 2024 MIMP Update.
 - b. DAC's preference for garage locations adjacent to N 115th Street are noted. The potential garage locations are noted accurately until design commences and specific site and/or garage conditions can be further assessed to determine suitability.
 - c. The 2024 MIMP Update shows N 115th Street as the potential third access. Analysis of the N 120th Street access remains in the EIS but the N 115th Street access is identified as the third access under Final EIS Alternative 3 (Preferred Alternative).
 - d. The cited text remains – proposed use of development is not yet determined.
6. Comment noted. The 2024 MIMP Update text as stated identifies calibration of parking with development.
7. Bicycle parking is determined by the 2024 MIMP Update Design Guidance and Development Standards, not citywide code for reasons presented and discussed at the September 5, 2023 DAC meeting. UWMC is committed to providing bicycle parking to meet demand and provide quality facilities to encourage bike ridership.

UWMC-Northwest 4-18
2024 Major Institution Master Plan Update Final EIS
Comment Letters and Responses

Overview of City Comments

Seattle Department of Construction & Inspections (SDCI)

- **Clarifying transportation section language and alternative transportation mode information**
- **Clarifying land use & procedural issues**

Seattle Department of Transportation (SDOT)

- **Focus on the Transportation Management Program (TMP) to reduce employee single-occupancy vehicle trips (e.g. non-auto travel modes, SOV goal, parking)**
- **Preferred vehicle access on N 115th Street**
- **Bicycle usage & available infrastructure**
- **Bus & Light Rail connections**

Overview of Public Comments

- **Strong preference for 3rd access on N 115th Street, not on N 120th Street**
- **General tolerance for proposed building heights**
 - Limit tallest heights to “south two thirds of the site”
 - Step down heights toward neighbors
- **Consistent advocacy for 40’-50’ setbacks near residential neighbors, less on N 120th St.**
- **Stendall Place neighbors want even greater setbacks and less height**
- **Concerns about adequate parking**
- **Questions about view analyses & shadow studies**
- **Concerns about prolonged construction impacts**
- **Request for bike / pedestrian connections through site, specifically along western edge as north-south route**

DAC Comments

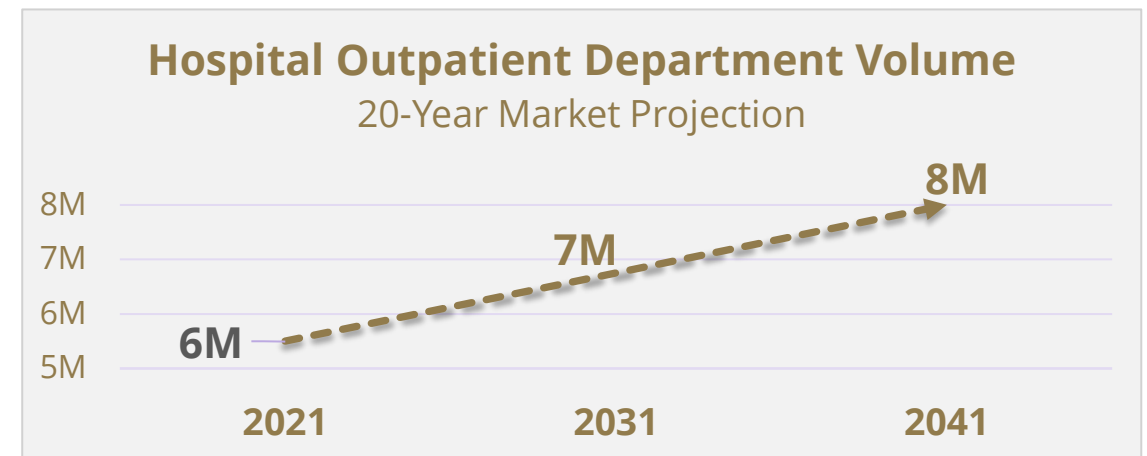
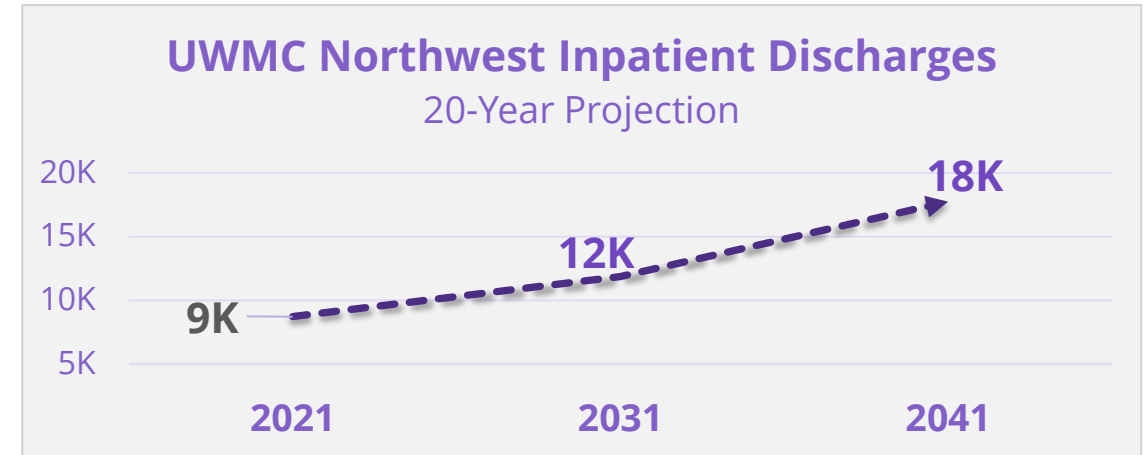
Recommended Revisions

Items below outlined as recommended revisions in the October 2023 DAC Letter

1. **No Campus Access Point on N. 120th St.** – Strong preference for N. 115th Street
2. **Restricting Height Locations** – Stated dislike for both alternatives & proposed an alternative for both heights and setbacks
3. **Revised Setbacks** – Requested greater setbacks, particularly near Stendall Place
4. **Defining Parking Garage Locations** – Prefer garages near N. 115th frontages, east and west
5. **Limitations on Campus Loop Drive** – Proposed restrictions on location, buffers
6. **General Comments** – Assorted smaller comments throughout MIMP text

Project Goals – MIMP Growth

1. Accommodate future clinical care growth requirements.
2. Replace aging facilities and phase necessary campus expansion.
3. Create flexibility that allows project sequencing based on need and funding.



1. Campus Access Points

What We Heard:

- Strong preference from DAC for third campus entry to be placed along N. 115th rather than N. 120th Street.

Prelim. Final MIMP & Final EIS:

- Recommends N. 115th Street for the third access point.
- N. 120th Street still included as a studied option in the Draft EIS.

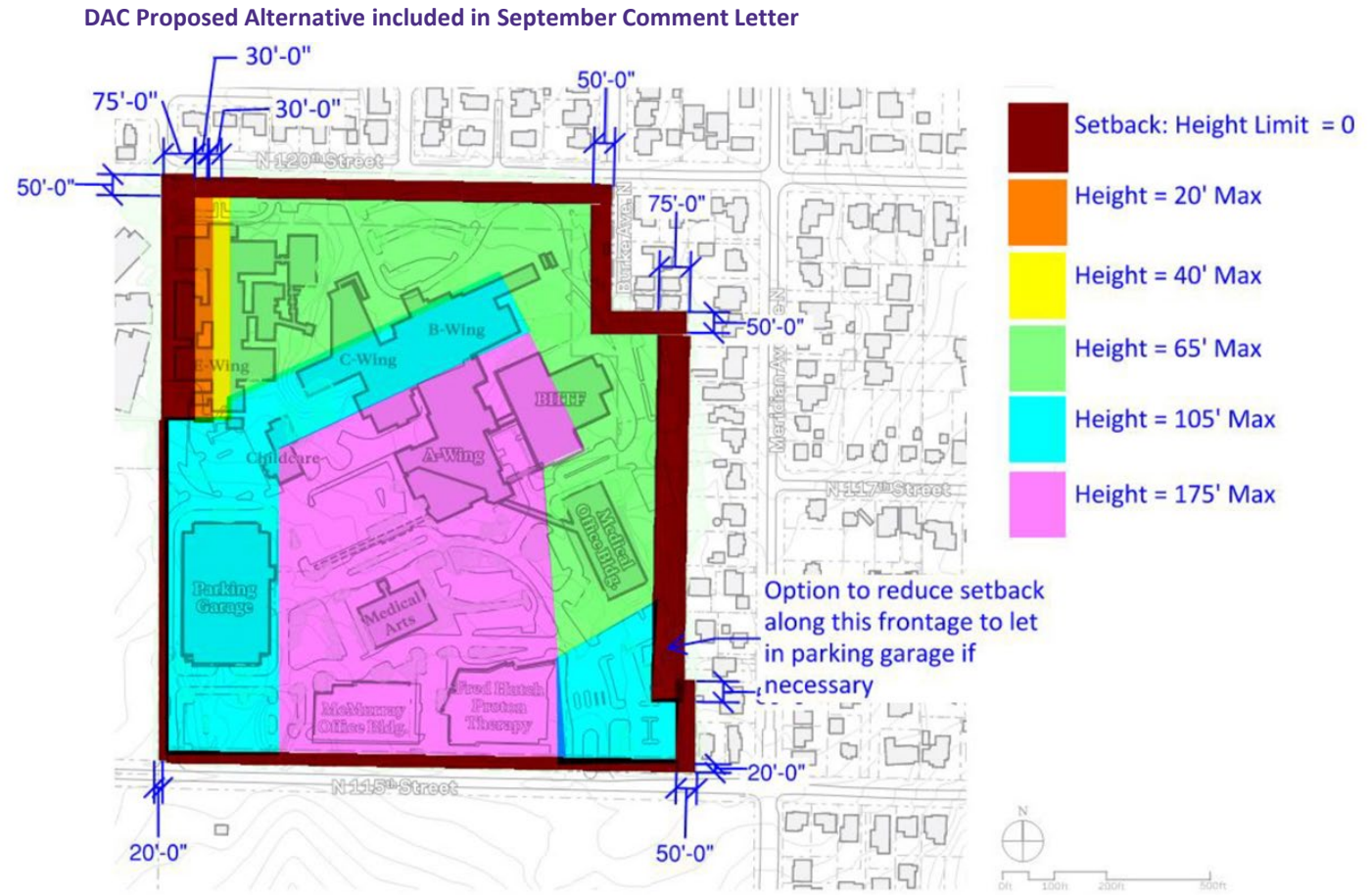
Preliminary Final MIMP & Final EIS Version:



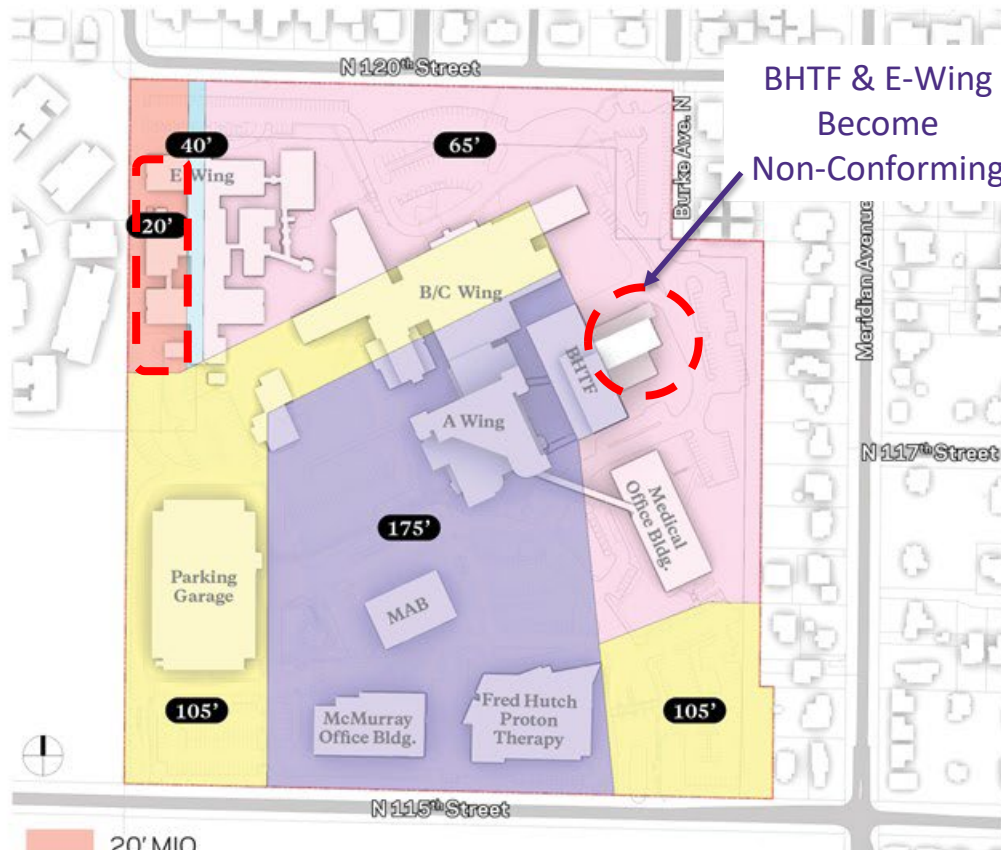
2. & 3. Heights & Setbacks

What We Heard:

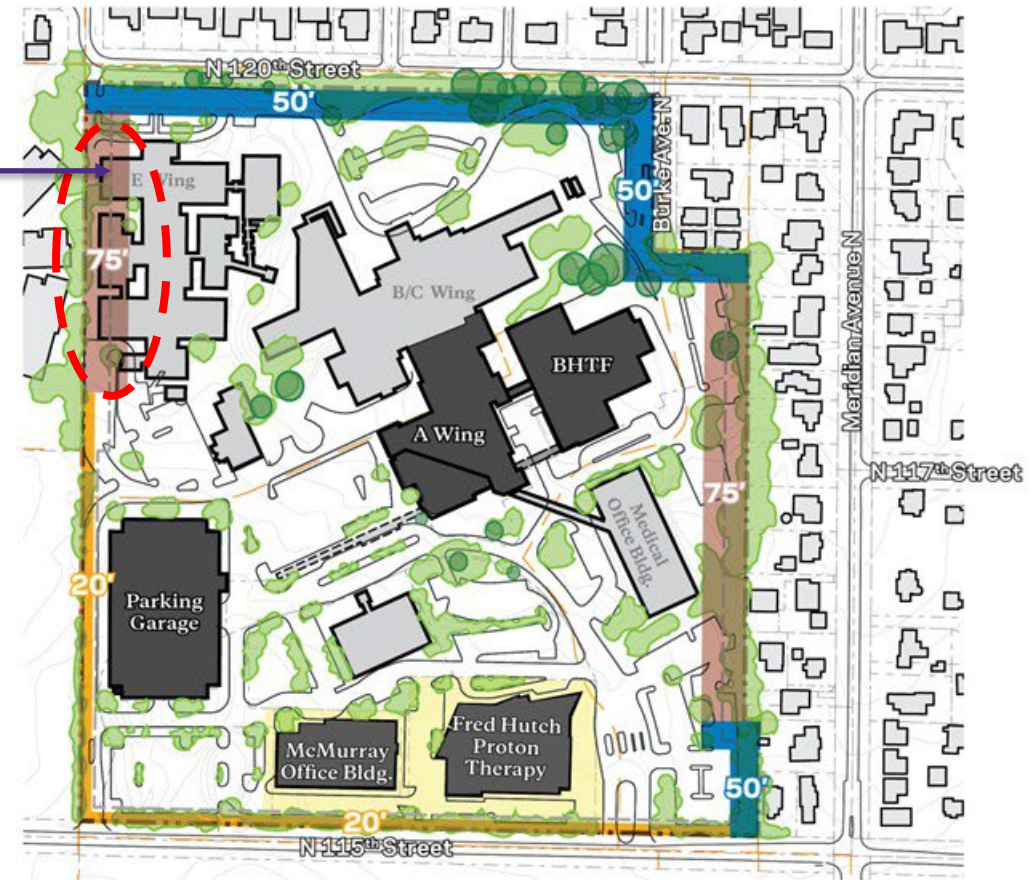
- Extended 105' zone over B/C-Wings to step down height at center of site
- Stopped northern extents of 105' zone (near garage) to align with closest Stendall Place home, to potentially accommodate garage expansion to north
- Centered 175' height on site and towards N 115th St. (acknowledged some non-conforming existing buildings)
- Added 105' zone to SE corner as one of the places they would like to see a parking garage
- Stepped down heights at NW corner because it's closest to "single story" residential (2-story)
- Added 75' setback on east and west edges in interest of equity
- Reduced to 50' setback at SE corner to make [garage] development there possible



Testing DAC Alternative Height & Setbacks



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

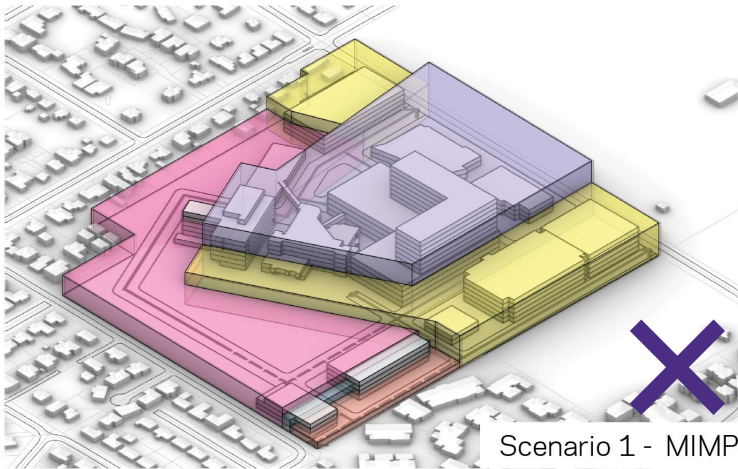
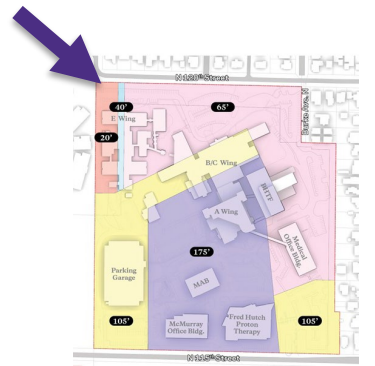


- 20' Setback on N 115th St and abutting cemetery
- 50' Setback on northern, southeast edges
- 75' Setback adjacent to residential parcels

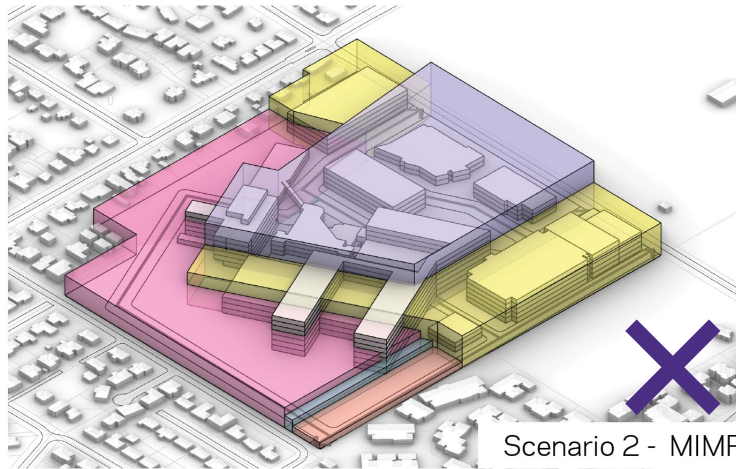


Testing DAC Alternative with MIMP Strategies

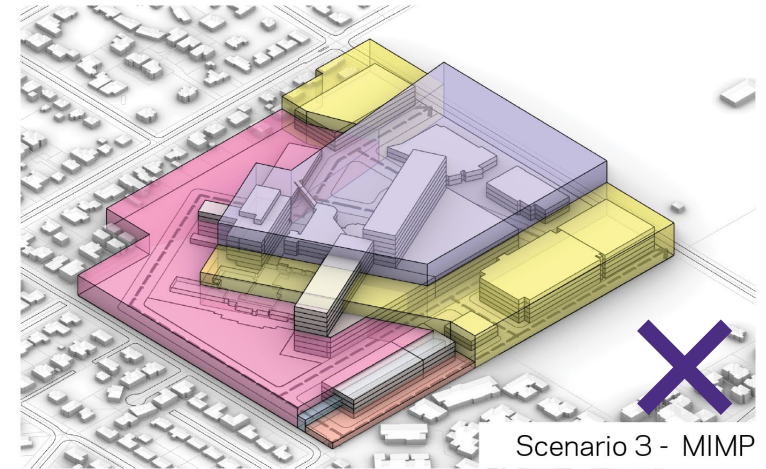
Views looking from NW corner



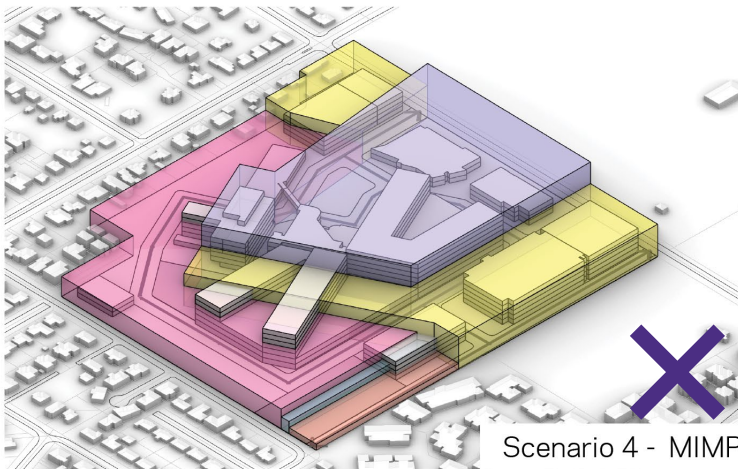
Scenario 1 - MIMP



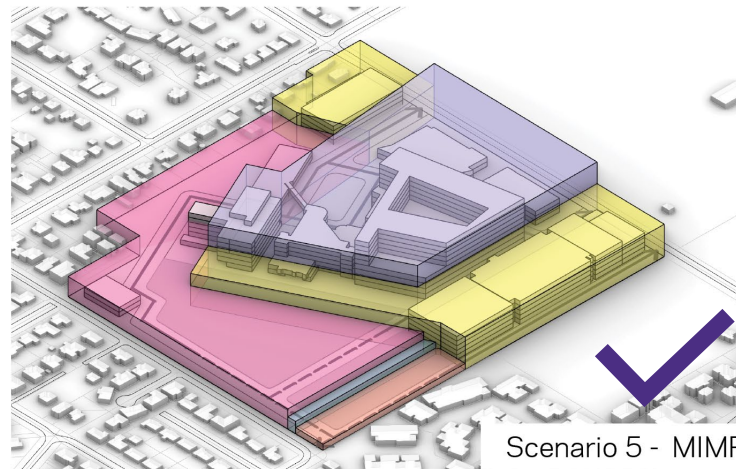
Scenario 2 - MIMP



Scenario 3 - MIMP



Scenario 4 - MIMP



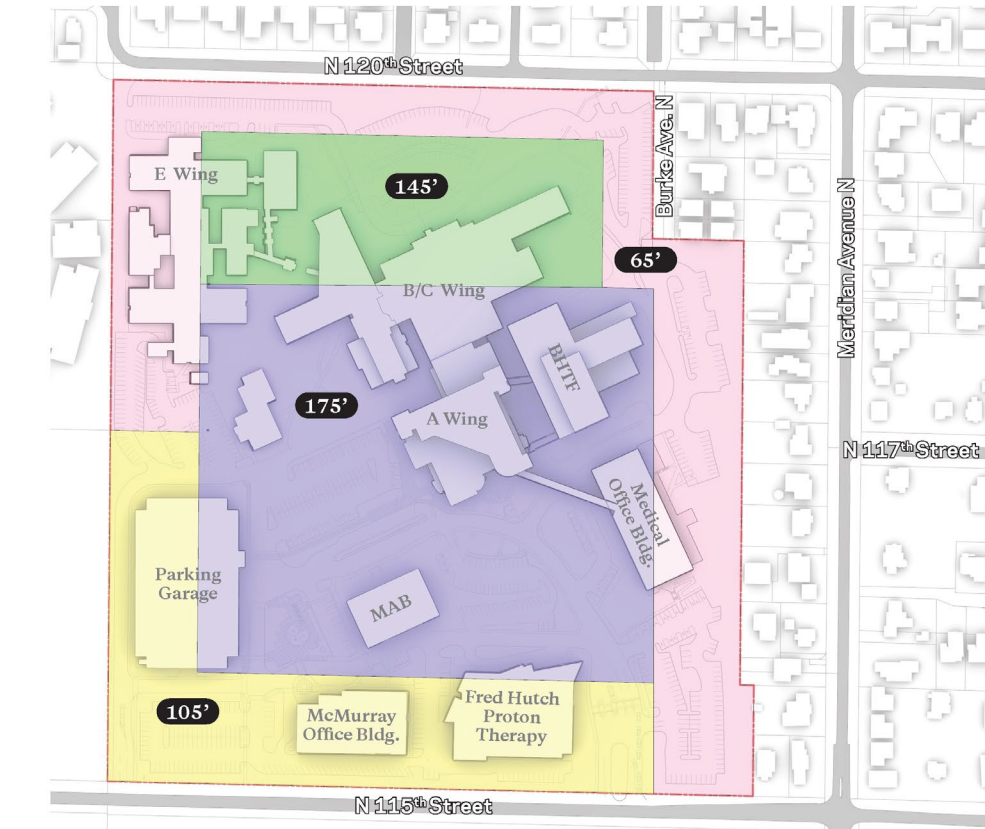
Scenario 5 - MIMP

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

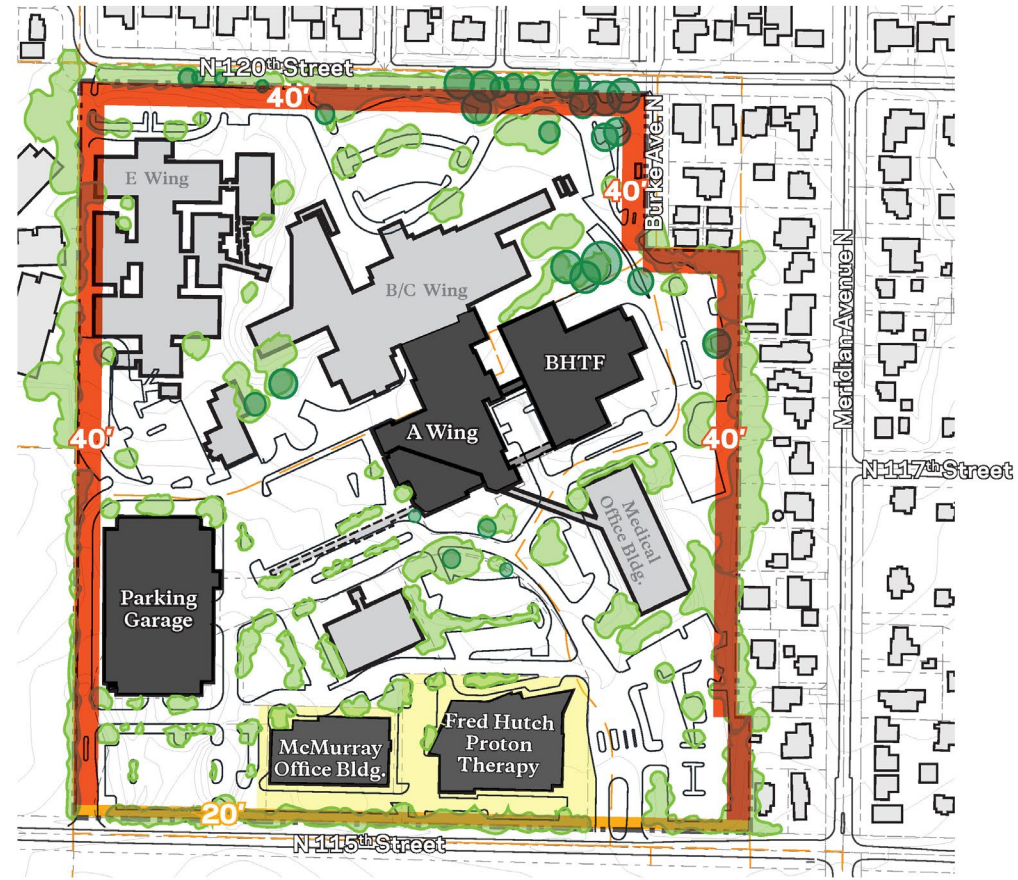
UWMC-Northwest Response – Alternative #3 NEW

- **Accommodate the most common comments as much as possible**
 - Recommend third access point on N. 115th Street
 - Step down height where possible on north side
- **Achieve consistency and equity for all neighbors**
- **Maintain long-term flexibility**
- **Keep all existing campus buildings conforming**
- **Reduce potential impacts compared to Draft EIS alternatives**
 - Reduced or same heights and/or
 - Increased or same setbacks

UWMC-Northwest Response – Alternative #3 NEW



- 65' MIO
- 105' MIO
- 145' MIO
- 175' MIO



20' Setback on N 115th St
40' Setback everywhere else



Alternative #3 NEW: Heights

Alt. 1



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

Alt. 2



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

Alt. 3



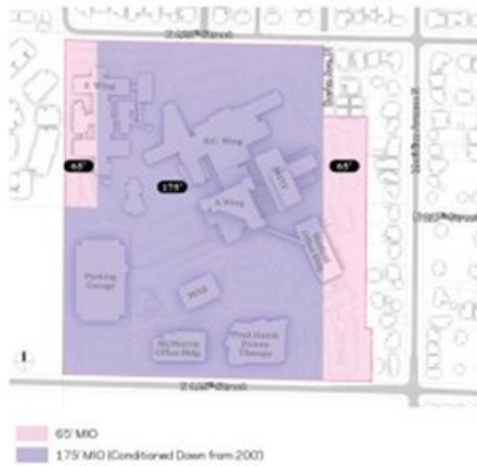
65' MIO
105' MIO
145' MIO
175' MIO

What We Heard/Propose:

- Limit greatest height to south two thirds of the campus.
- UWMC intends to have the BHTF building conforming to the MIO height.
- Property measures ~1,265 linear feet, north-south; 2/3 equates to ~843 ft.
- Adjusted slightly to incorporate all of BHTF, at approx. 900 ft (or 71%).

Alternative #3 NEW: Heights

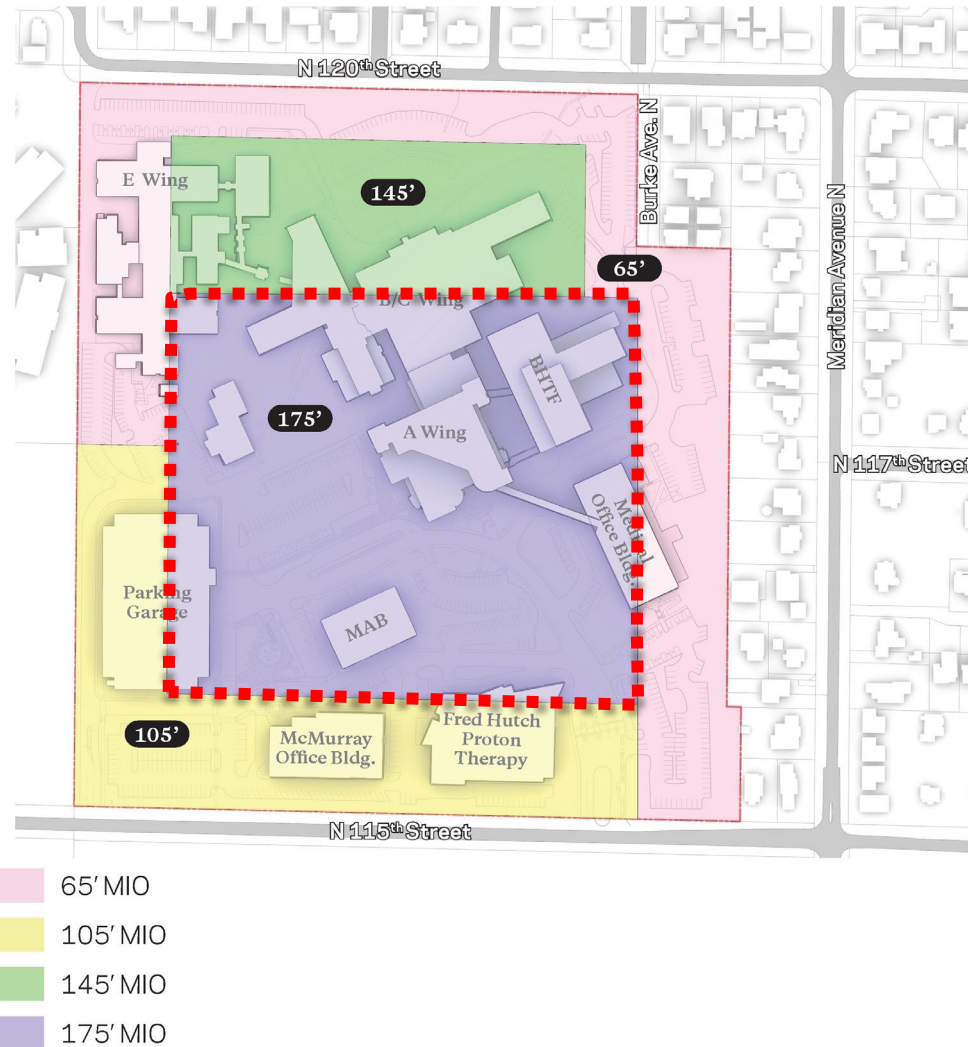
Alt. 1



Alt. 2



Alt. 3



What We Heard/Propose:

- Concentrate height to the center of campus, near A-Wing and/or toward N. 115th Street.
- UWMC recommends highest height at only center of campus.

Alternative #3 NEW: Heights

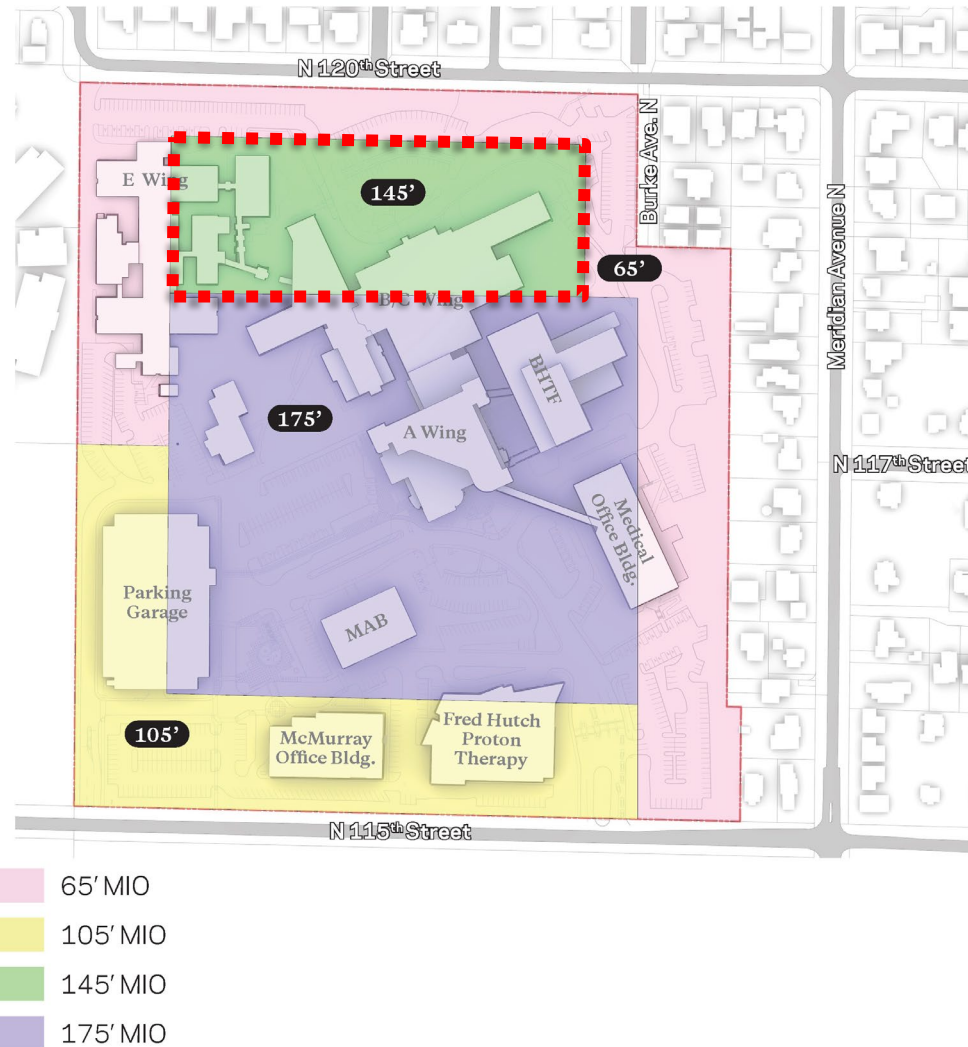
Alt. 1



Alt. 2



Alt. 3

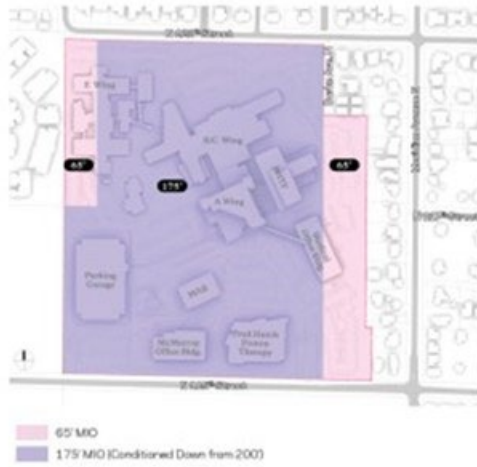


What We Heard/Propose:

- Desire for lower height on north third of campus.
- New height overlay proposed, reducing height to 145' (160' MIO conditioned down to 145').
- Long-term hospital expansion (phases 2 or 3 or later) will step down to reduce height as much as possible.

Alternative #3 NEW: Heights

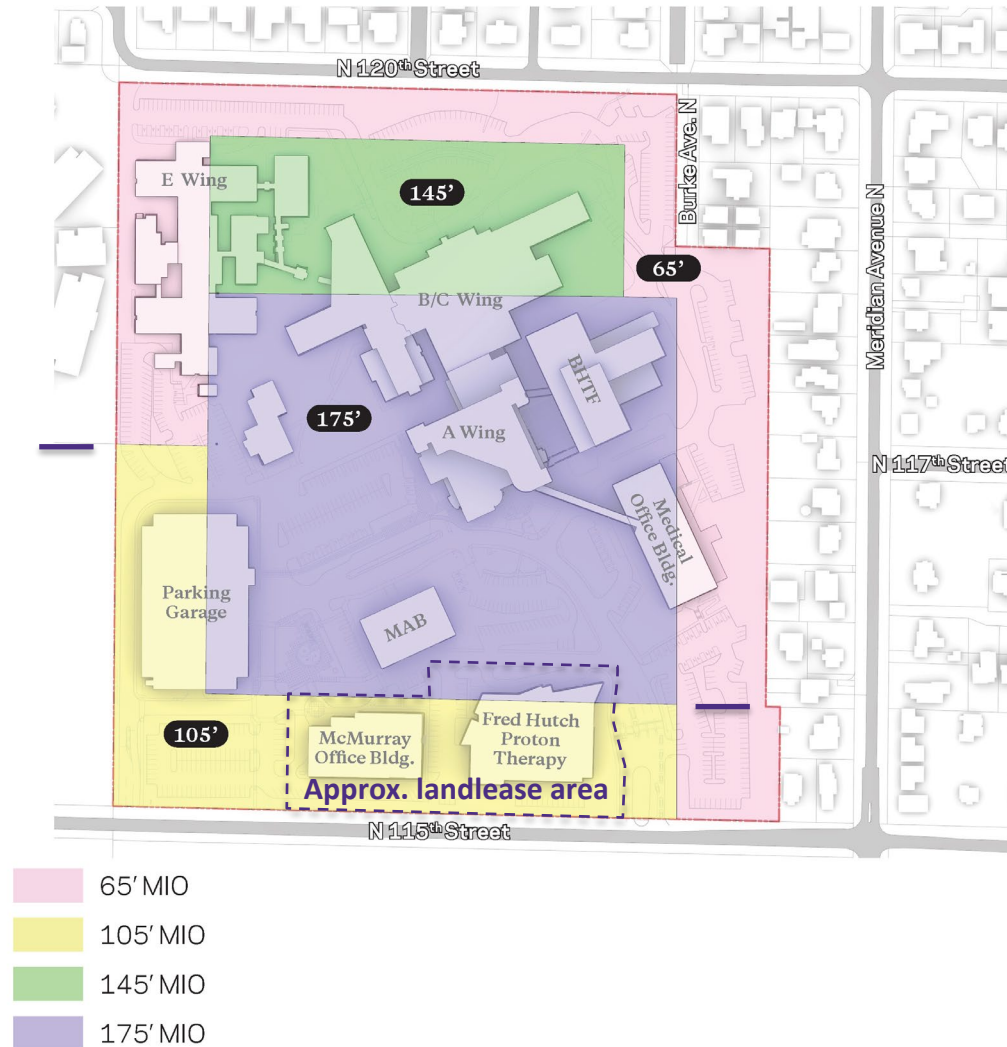
Alt. 1



Alt. 2



Alt. 3



What We Heard/Propose:

- DAC alternative and reasoning allowed greater height (175') along N. 115th Street
- No comments were concerned with height in this location.
- Campus landleases however preclude any UWMC development.
- 105' height overlay aligns with property line "notch" and adjacent parcel lines.

Alternative #3 NEW: Heights

Alt. 1



Alt. 2



Alt. 3



What We Heard/Propose:

- DAC alternative and reasoning allowed greater height (175') in southeast corner to promote garage development in this location.
- UWMC proposes 65' MIO along edges abutting residential uses.
- Garage and/or medical office building development can occur within 65' height limit studied in DMIMP / DEIS Alternatives 1 & 2.
- Lower 65' height near residential neighbors is consistent & equitable.

Alternative #3 NEW: Heights

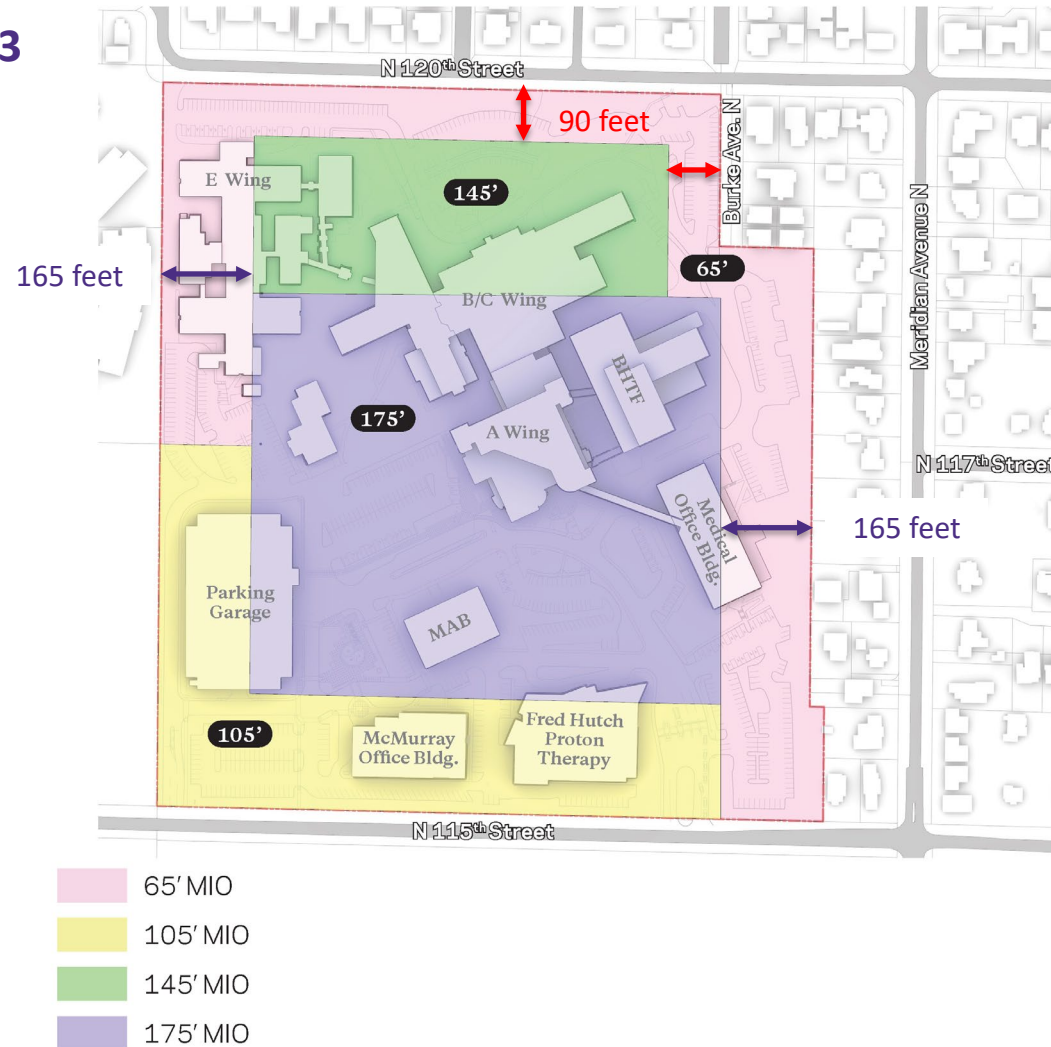
Alt. 1



Alt. 2



Alt. 3

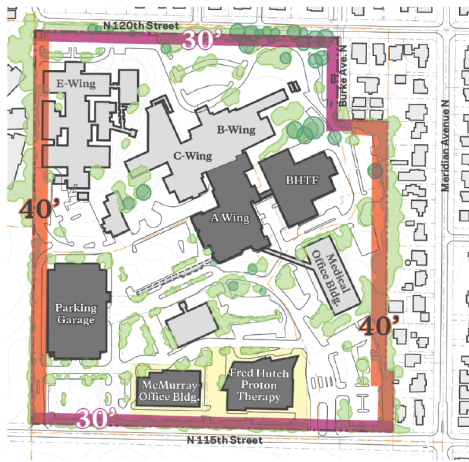


What We Heard/Propose:

- DAC alternative reduced heights to more significant limitations than the existing MIMP and made E-Wing and part of BHTF non-conforming.
- Proposing 65' height overlay in consistent widths adjacent to ROWs (90 ft.) and residential neighbors (165 ft.).
- Height overlay near Stendall Place increased in width to 165 ft. wide; same width used for 105' MIO, less height than analyzed in Alternative 1.

Alternative #3 NEW: Setbacks

Alt. 1



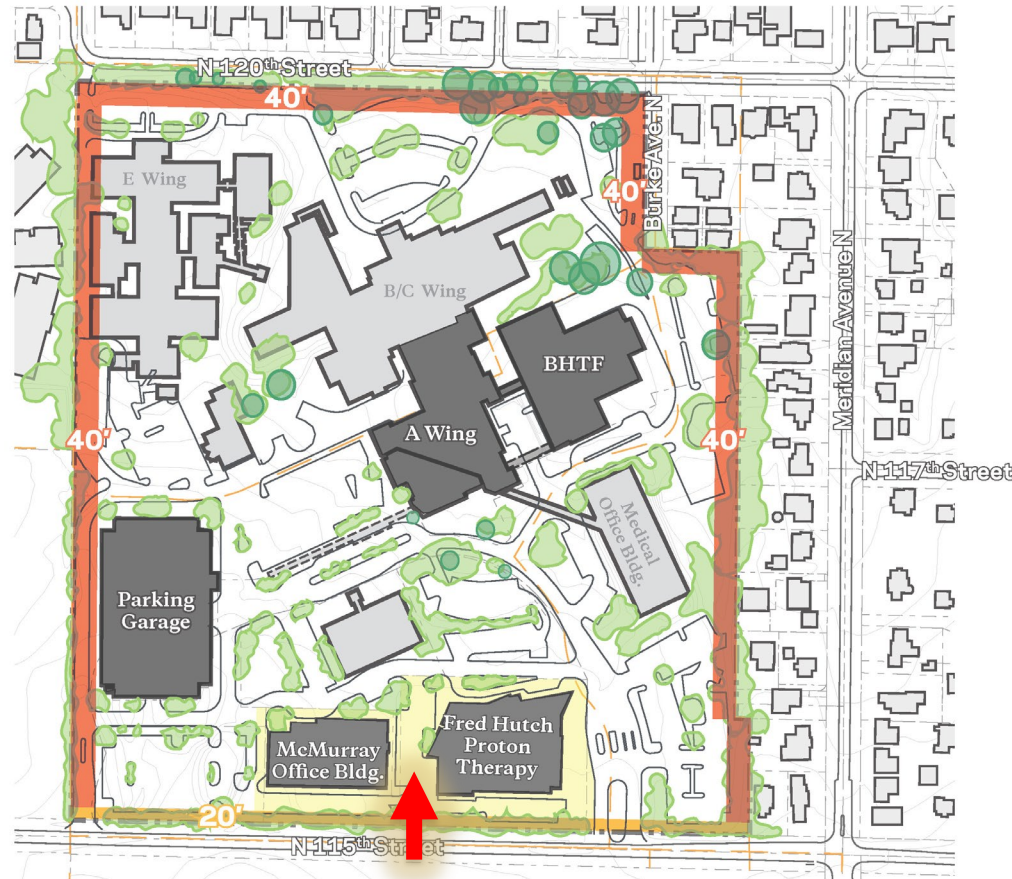
- 30' Setback along rights of way
- 40' Setback abutting parcels

Alt. 2



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

Alt. 3



- 20' Setback on N 115th St
- 40' Setback everywhere else

What We Heard/Propose:

- DAC alternative and consistent public comment supported smaller setback near N. 115th Street.
- UWMC agrees with 20' setback on N. 115th Street.
- UWMC intends to maintain healthy, existing trees along N. 115th Street as much as possible.
- Proposed setback is same as what was studied in Alternative 2.

Alternative #3 NEW: Setbacks

Alt. 1



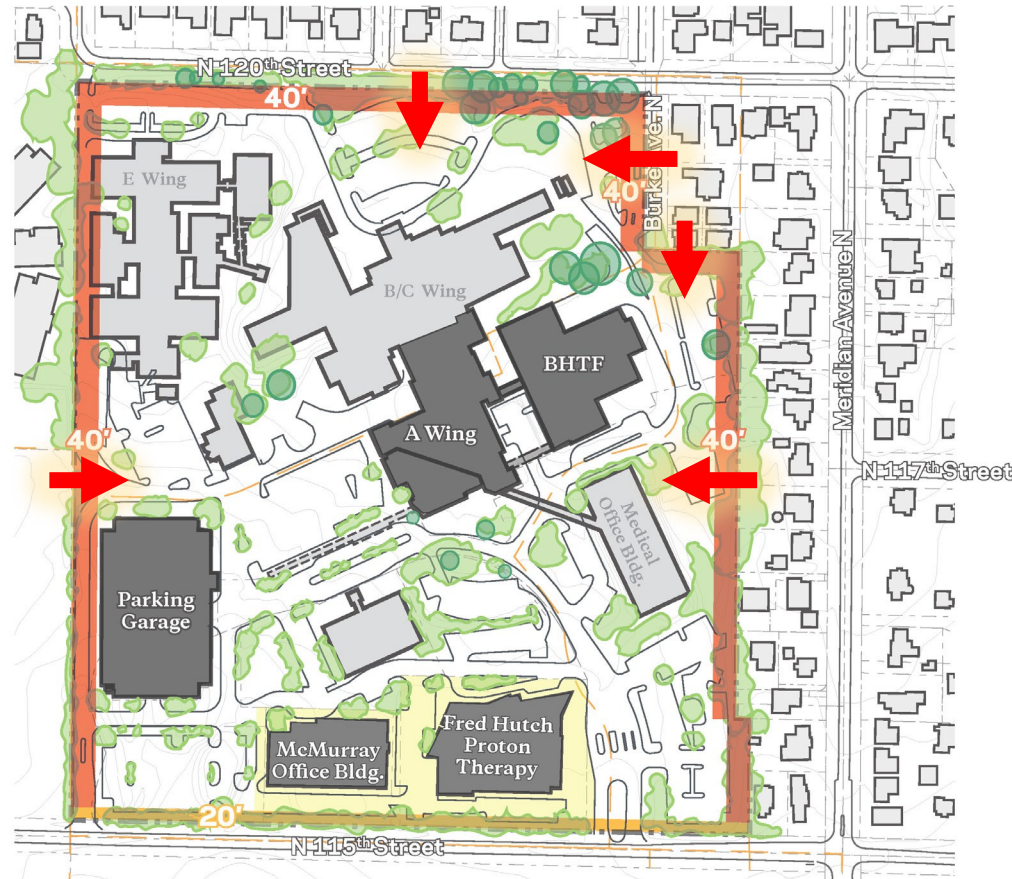
30' Setback along rights of way
 40' Setback abutting parcels

Alt. 2



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

Alt. 3



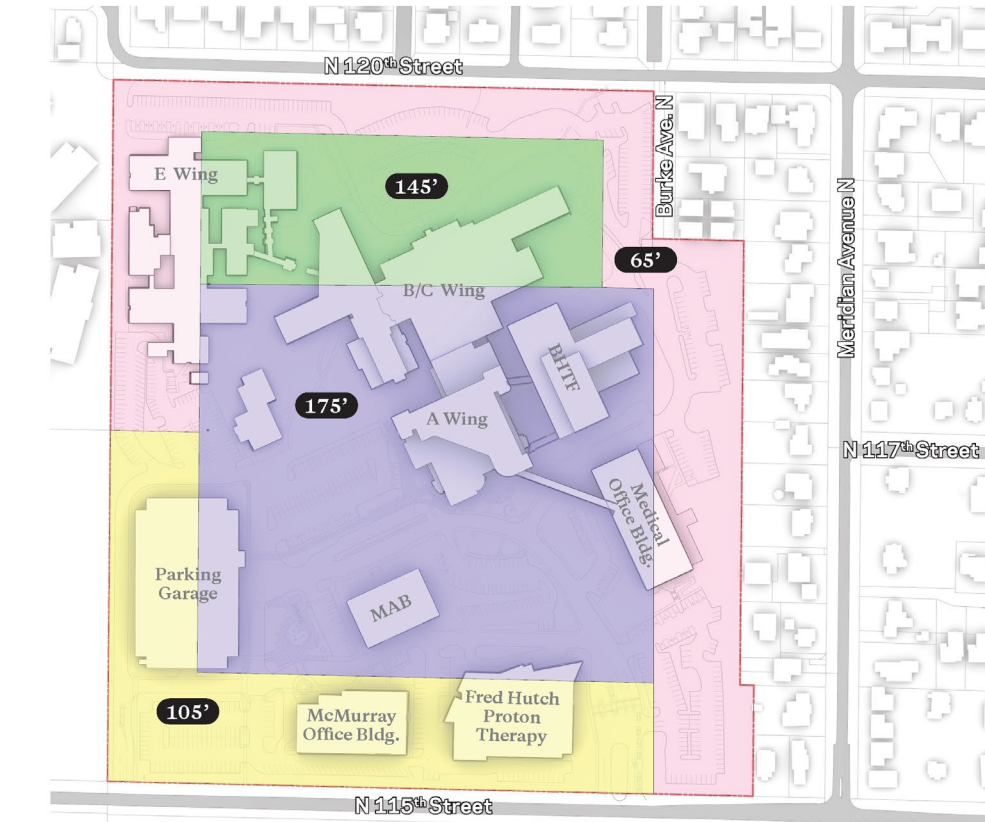
20' Setback on N 115th St
 40' Setback everywhere else

0ft 100ft 200ft 500ft

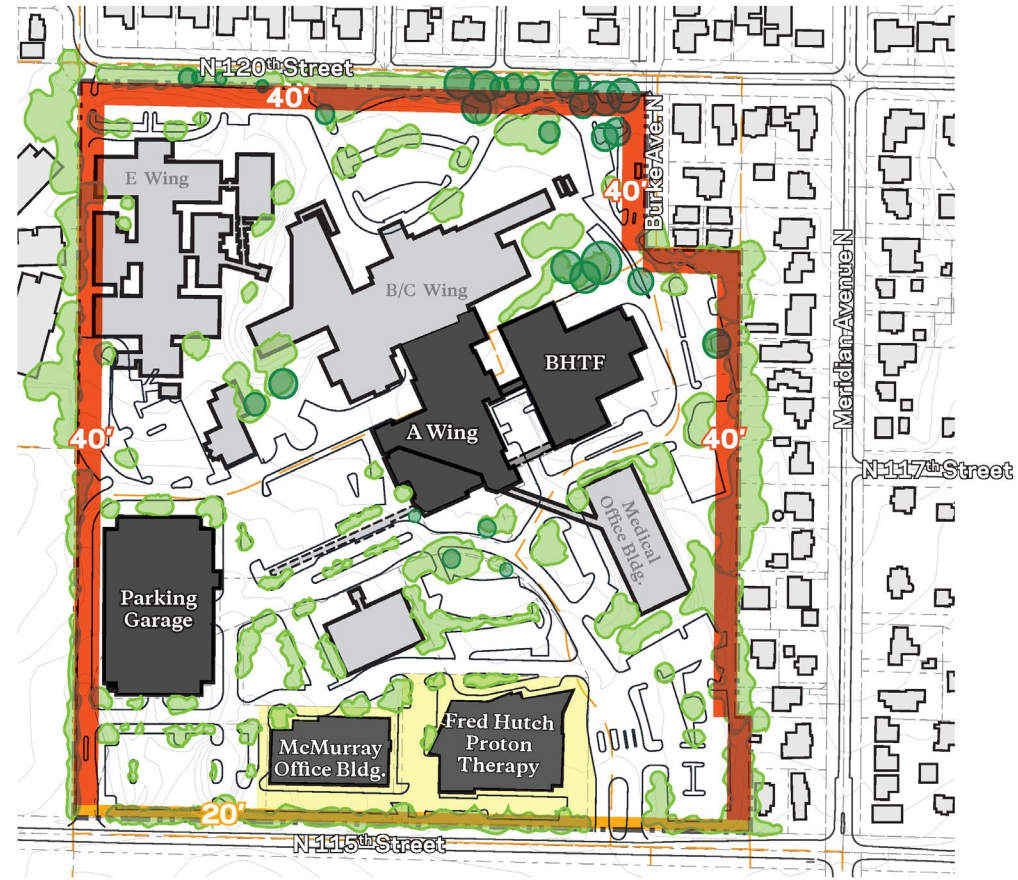
What We Heard/Propose:

- DAC alternative increased setbacks to more significant limitations on abutting edges than the existing MIMP and made E-Wing non-conforming.
- Consistent public comments identified 40-50' as appropriate for north and residential edges.
- UWMC proposes 40' setback on majority of campus edges to be consistent and equitable with all residential neighbors.
- Proposed setbacks are same or greater than those studied in Alternatives 1 and 2.

Alternative #3 NEW (proposed for FMIMP / FEIS)



- 65' MIO
- 105' MIO
- 145' MIO
- 175' MIO

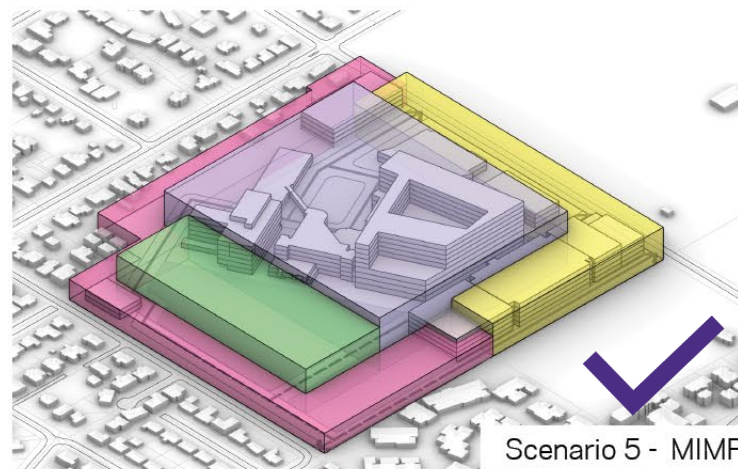
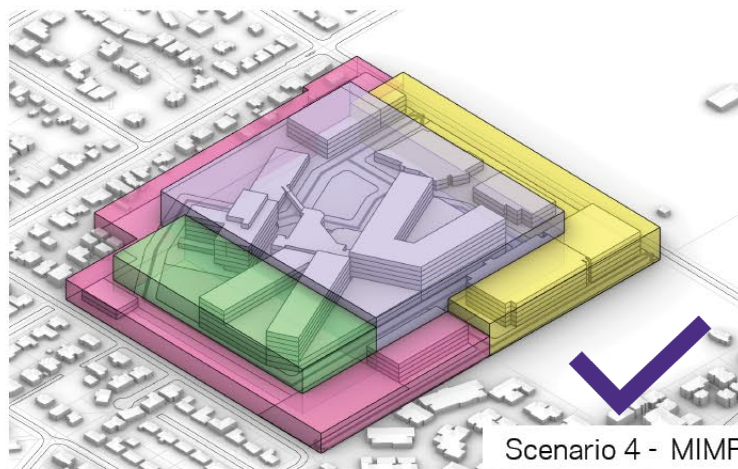
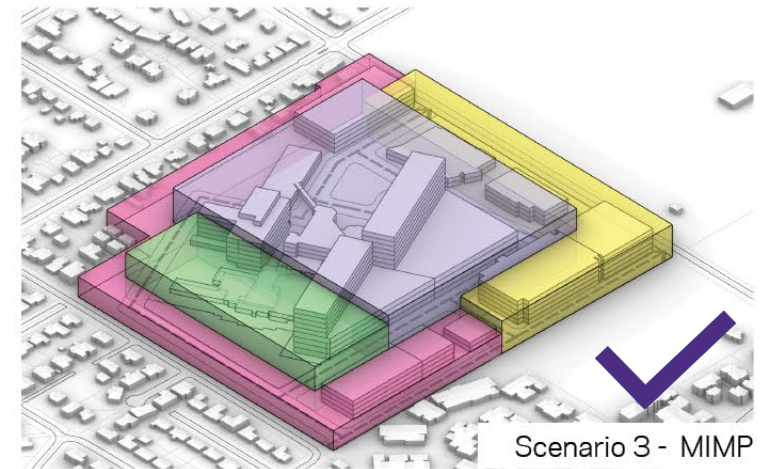
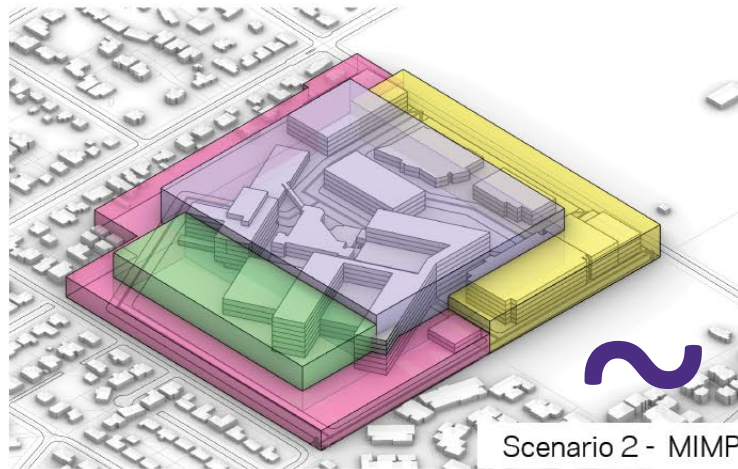
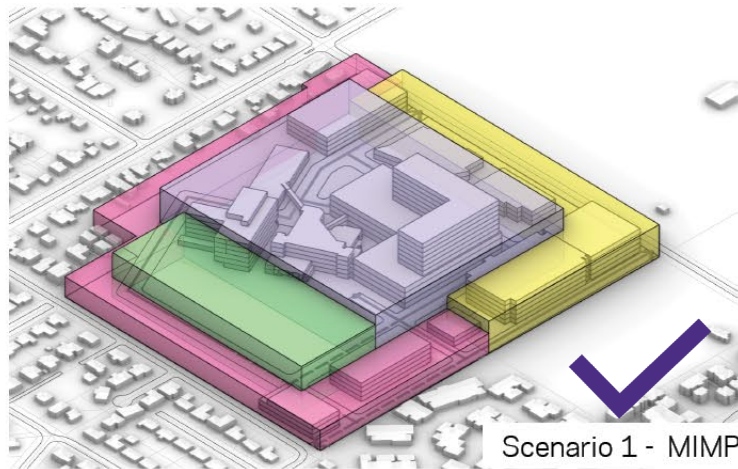


20' Setback on N 115th St
40' Setback everywhere else



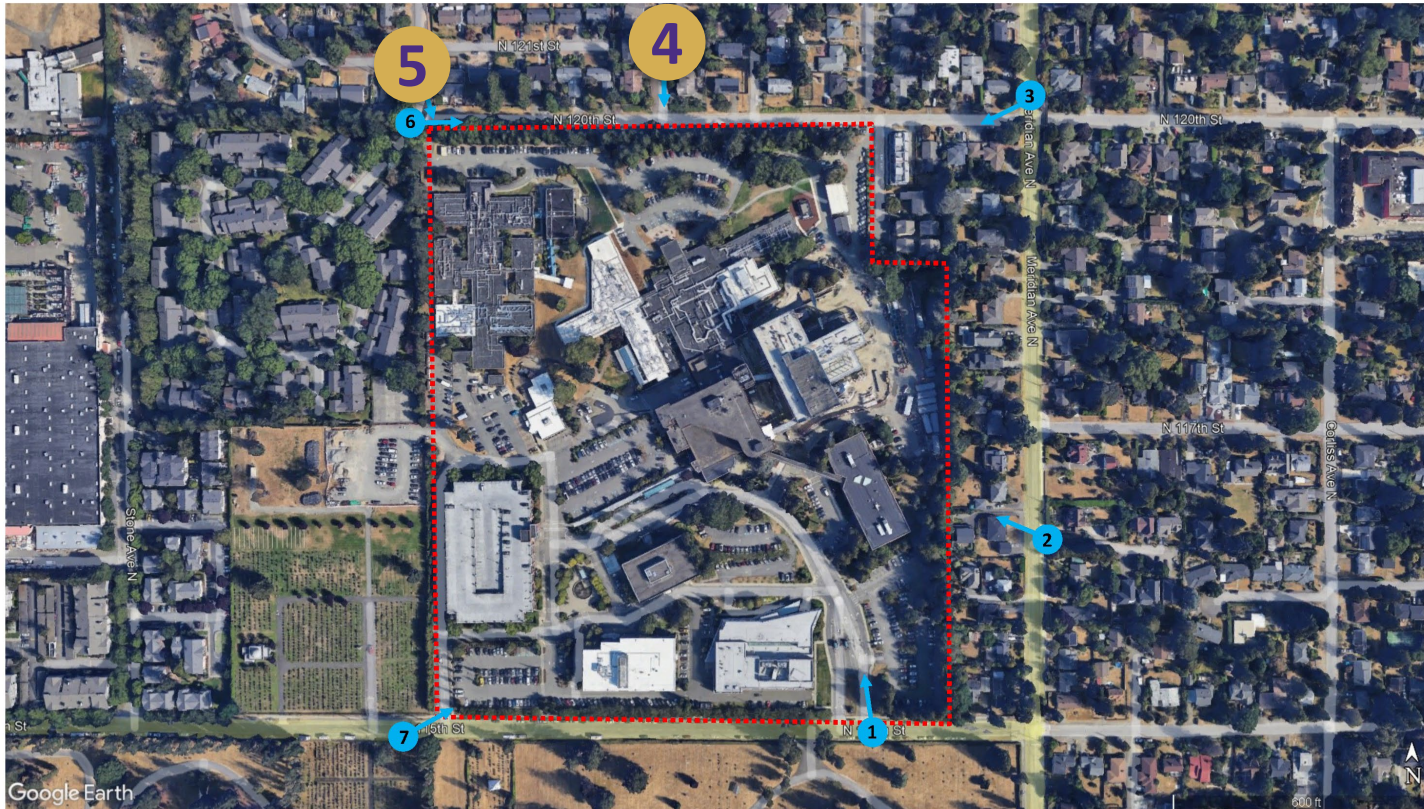
Alternative #3 NEW: Testing Scenarios

Views looking from NW corner

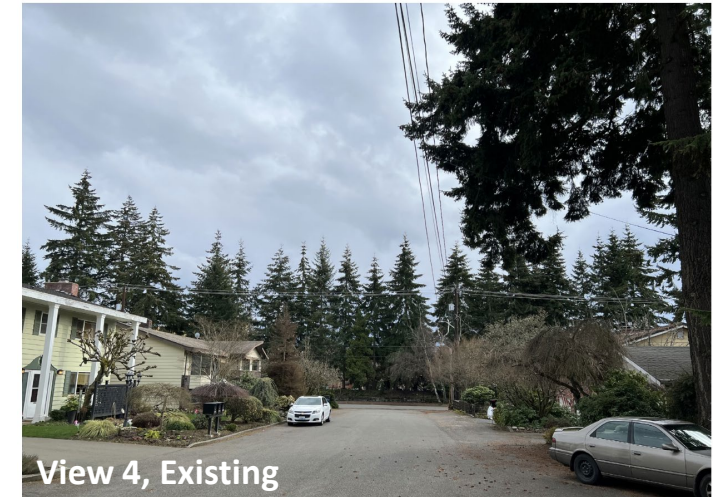


- 65' MIO
- 105' MIO
- 145' MIO (Conditioned down from 160')
- 175' MIO (Conditioned Down from 200')

Alternative #3 NEW: Views Studied in Prelim. Final EIS



- Viewpoints Locations
- UWMC NW Campus Boundary



4. Defining Parking Garage Locations

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.

Prelim. Final MIMP & Final 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.

5. Campus Loop Drive

What We Heard:

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

Prelim. Final MIMP & Final EIS:

- **New Development Standard:** The intent of a revised campus loop drive is to improve access and ease of wayfinding within campus.
- The loop drive must be located at least 20 feet from property edges abutting residential neighbors (measured from the nearest back of curb).
- Detail on the internal campus circulation will be developed in association with each development at which time the IAC will be consulted for input.
- Added language regarding posted 15 MPH speed limit (or lower) on campus.

6. General Comments / Changes in Preliminary Final MIMP

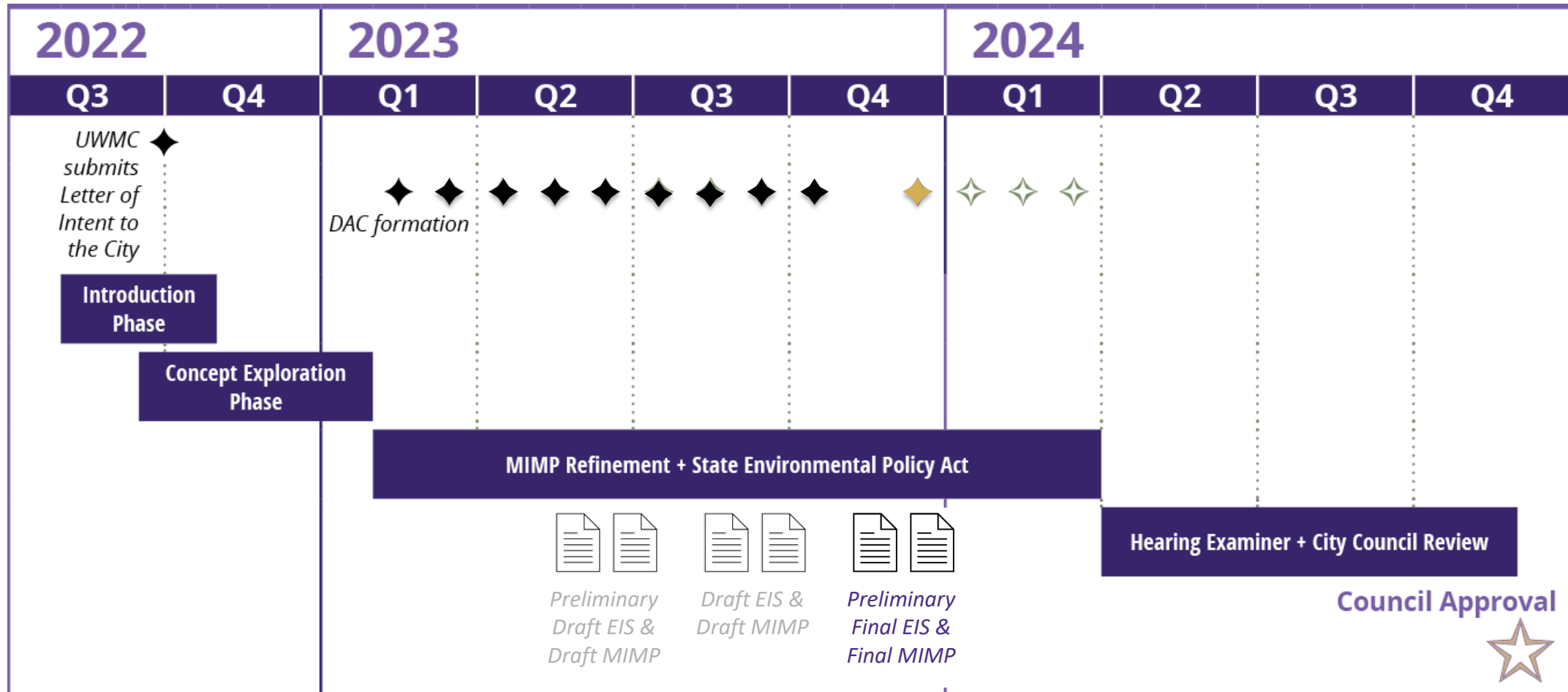
- **Chapter V: Transportation Management Plan**
 - **Lot Coverage Development Standards**
 - **Open Space Development Standards** (Added to Landscape Section)
 - **Updates to Definitions**
 - **Appendix F: Potential Development Strategies**
- **Notes indicate graphics and/or text that would be excluded in Final MIMP document, with DAC review**

Preliminary Final EIS

- **Alternative 3 Introduced and Assessed**
- **N. 115th Street Described as Preferred Third 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**

Public Comment

Anticipated MIMP Schedule



◆ Development Advisory Committee (DAC) meetings

DAC Meeting Schedule

Introductory Meeting	February 1, 2023	<ul style="list-style-type: none"> • Introductions DON/Committee • DAC Orientation
Meeting #1	March 23, 2023	<ul style="list-style-type: none"> • Chair/Vice-Chair Elections • Presentation and Discussion of Concept Plan & SEPA EIS Scoping Process
Meeting #2	April 24, 2023	<ul style="list-style-type: none"> • Update on EIS Scoping & Outreach • Preview Design Guidelines & Development Standards
Meeting #3	May 22, 2023	<ul style="list-style-type: none"> • Finalize and Submit Concept Plan Comments, Review Scenarios • Transportation & Parking Introduction
Meeting #4	June 26, 2023	<ul style="list-style-type: none"> • Overview & Distribute Preliminary Draft MIMP & EIS
Meeting #5	July 10, 2023	<ul style="list-style-type: none"> • DAC Crafts Comment Letter on Preliminary Draft MIMP & EIS • Q&A, as Needed
Meeting #6	July 24, 2023	<ul style="list-style-type: none"> • DAC Crafts Comment Letter on Preliminary Draft MIMP & EIS • Q&A, as Needed
Meeting #7	August 14, 2023	<ul style="list-style-type: none"> • DAC Finalizes Comment Letter on Preliminary Draft MIMP & EIS
Meeting #8	September 11, 2023	<ul style="list-style-type: none"> • Review Changes Made to Draft MIMP & EIS
Meeting #9	October 23, 2023	<ul style="list-style-type: none"> • DAC Finalizes Comment Letter on Draft MIMP & EIS
Meeting #10	December 4, 2023	<ul style="list-style-type: none"> • Overview & Distribute Preliminary Final MIMP & EIS
	December 18, 2023	<ul style="list-style-type: none"> • Comments are due to Dipti. Assemble as letter.
Meeting #11	January 8, 2024	<ul style="list-style-type: none"> • DAC Deliberates & Finalizes Comment Letter on Preliminary Final MIMP & EIS

Thank you!
