UW Medicine
UNIVERSITY OF WASHINGTON
MEDICAL CENTER

UW MEDICAL CENTER - NORTHWEST

FINAL
MAJOR INSTITUTION MASTER PLAN, 2024 UPDATE

MARCH 2024

COVER IMAGE SHOWS UWMC – NORTHWEST
A-WING & BEHAVIORAL HEALTH TEACHING FACILITY

UW Medicine
UNIVERSITY OF WASHINGTON
MEDICAL CENTER

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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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 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.

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

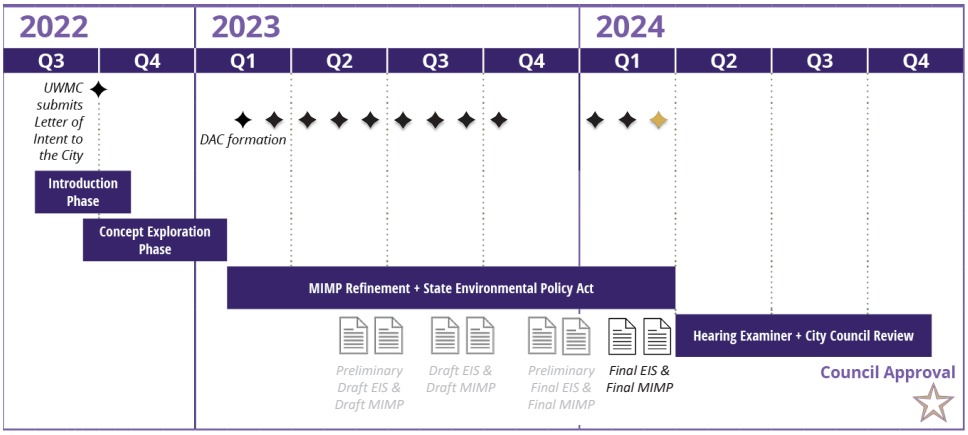
A new MIMP is needed to replace the 30-year old master plan and guide future redevelopment of the UWMC – Northwest campus. The proposed MIMP will update the existing entitlements to accommodate facility replacement and growth needs while fulfilling City of Seattle requirements of medical institutions 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.



✧ *Development Advisory Committee (DAC) meetings*

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.

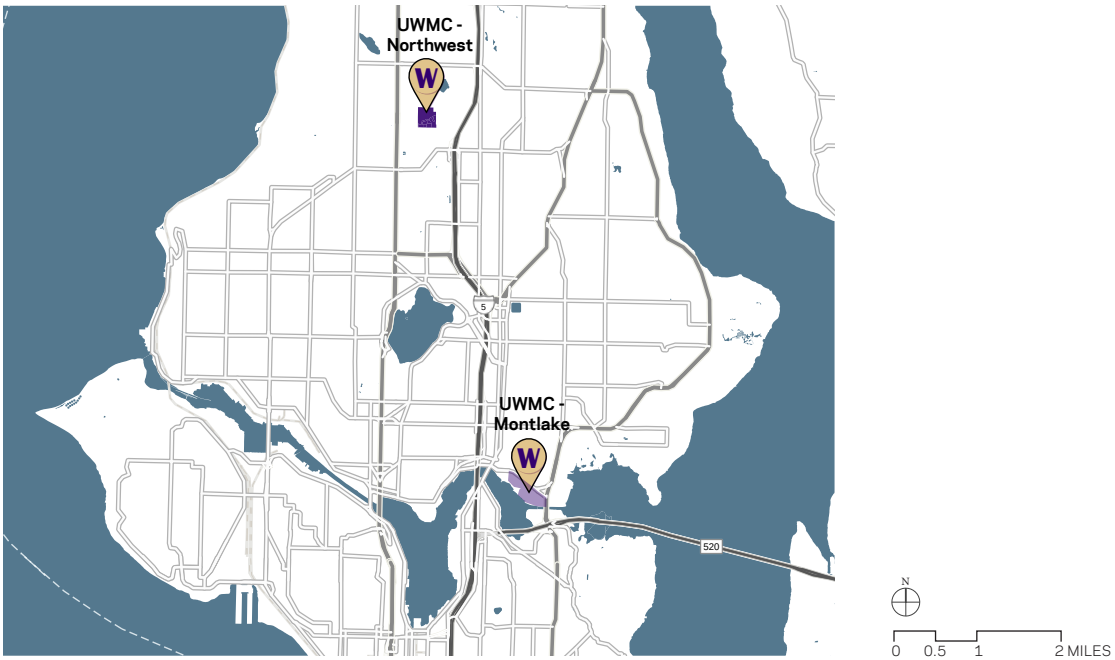


FIG 2.3 AREA MAP

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 additionn 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.

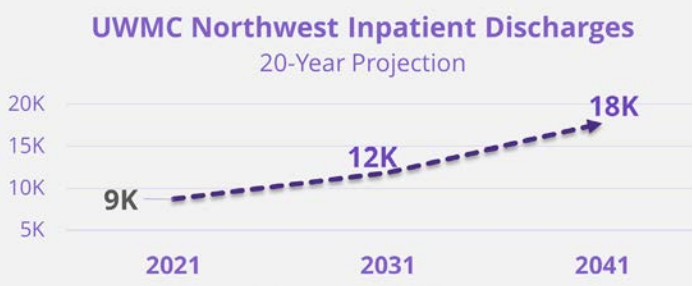


FIG 2.5 PROJECTED INPATIENT GROWTH

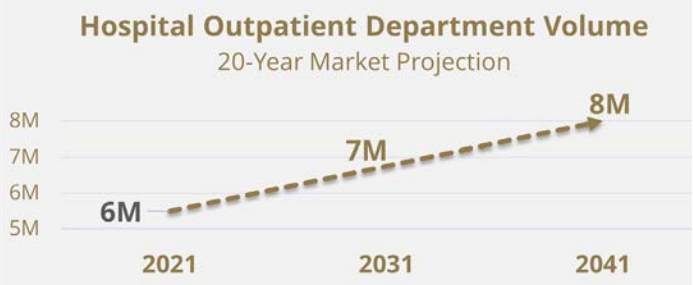


FIG 2.6 PROJECTED OUTPATIENT GROWTH

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

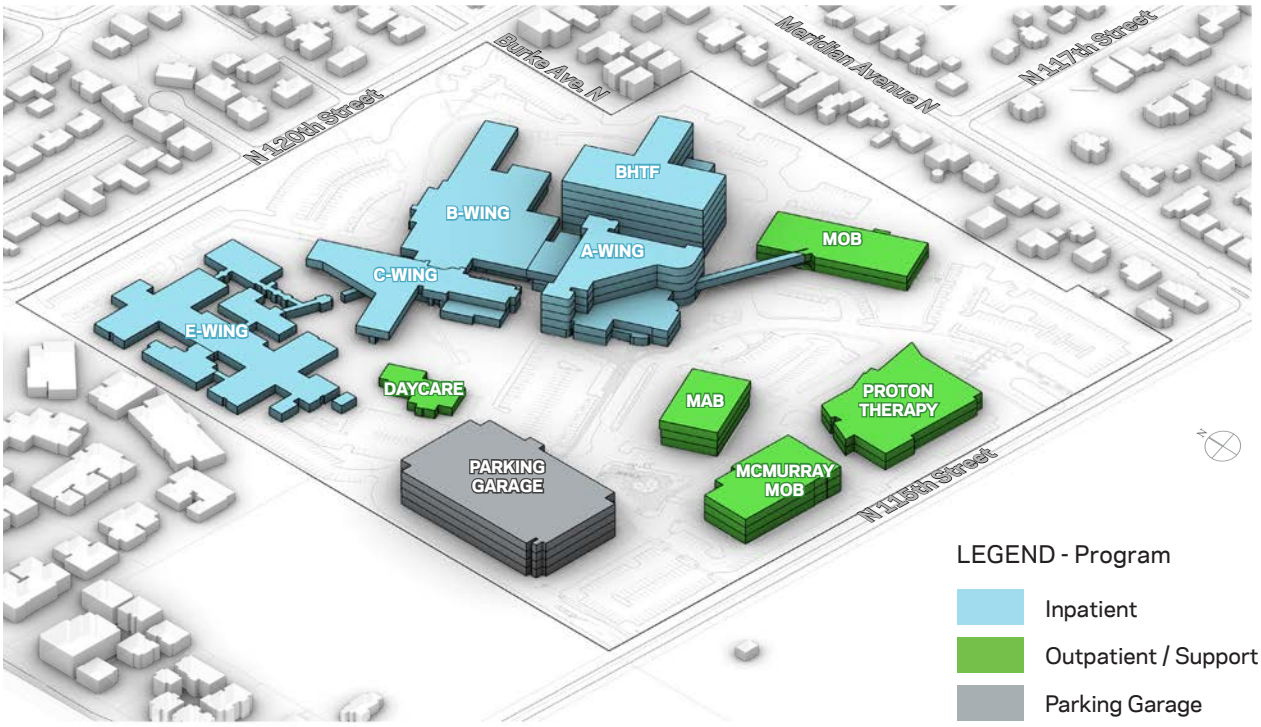


FIG 2.7 UWMC – NORTHWEST CAMPUS BUILDINGS BY PROGRAM

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.

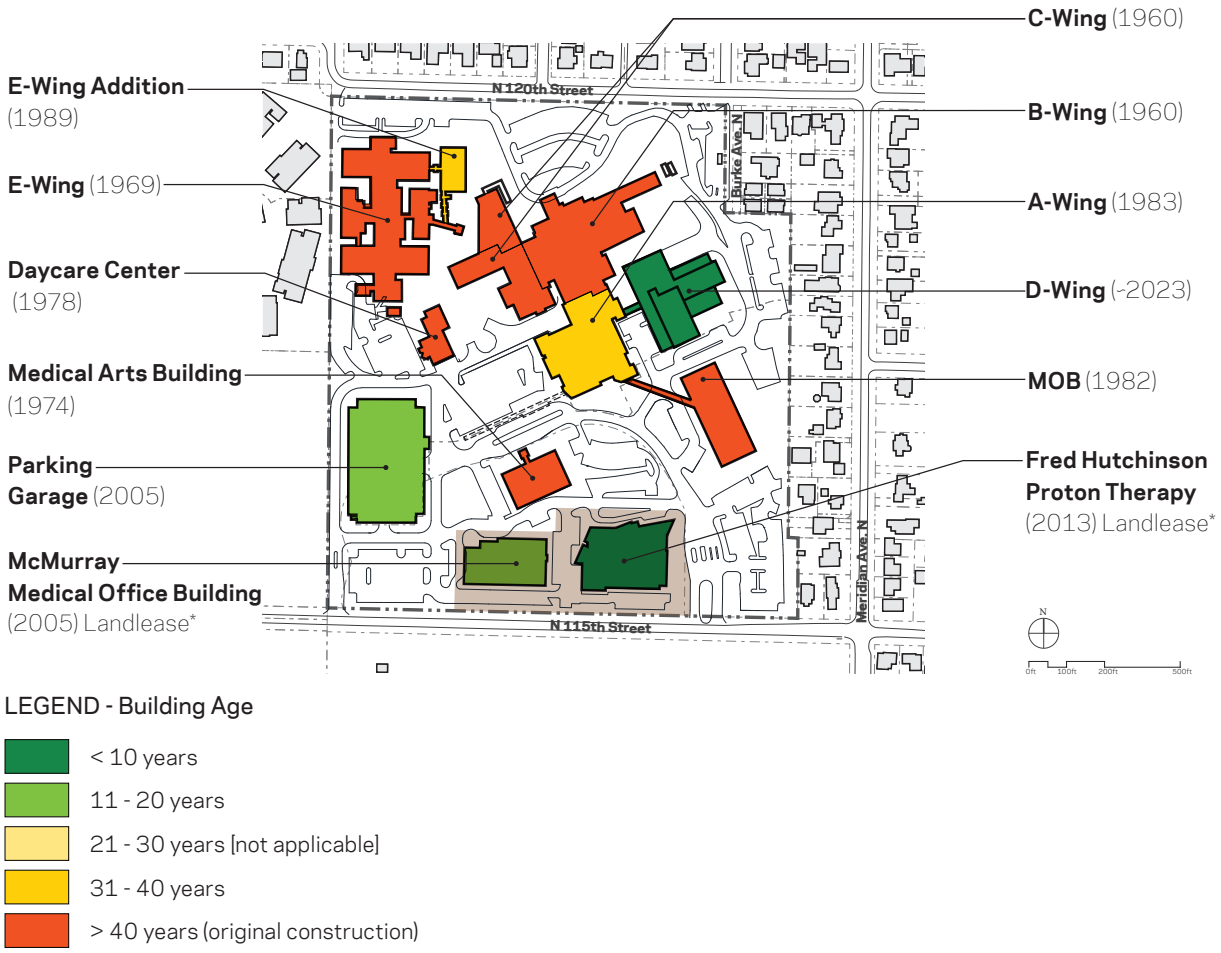


FIG 2.8 EXISTING CAMPUS BUILDING AGE

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.

FIG 3.1 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

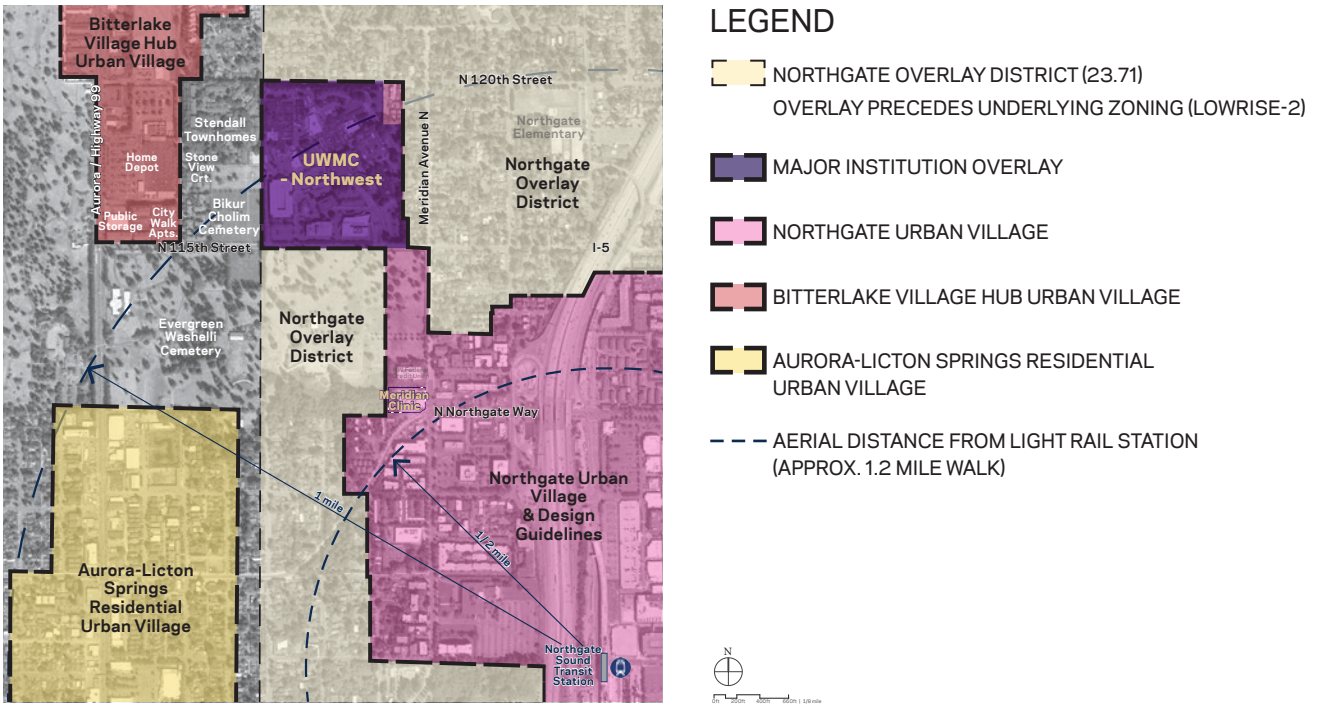


FIG 3.2 NEIGHBORHOOD CONTEXT & MIO BOUNDARY

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

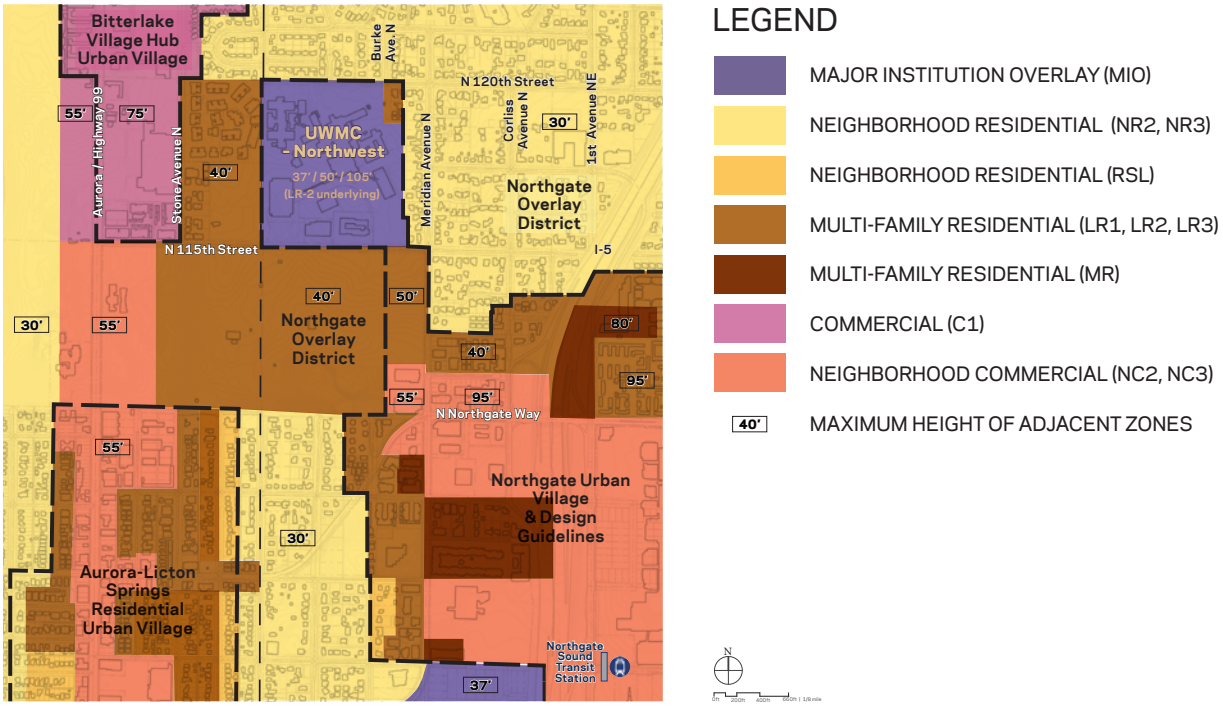


FIG 3.3 NEIGHBORHOOD ZONING

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 fee**t 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.

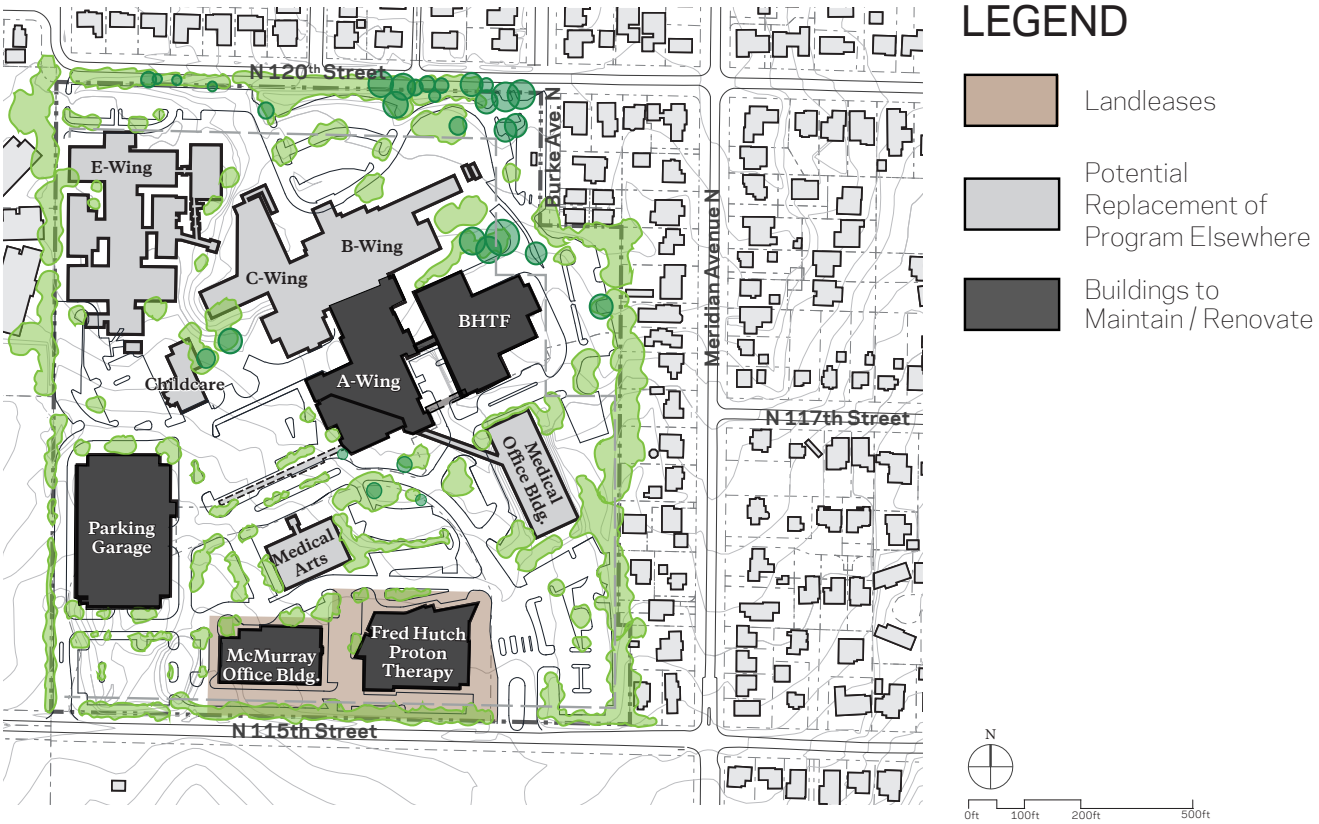


FIG 3.4 POTENTIAL BUILDING MAINTENANCE AND DEMOLITION DIAGRAM

TABLE 3.3: POTENTIAL MAINTAINED AND NEW DEVELOPMENT, BY USE

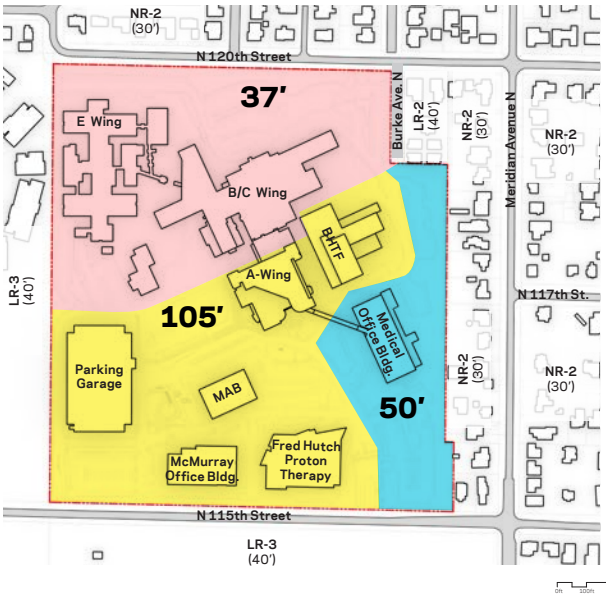
Building	MIMP Assumption	Hospital Uses		Support Uses	
		Existing (SF)	Future (SF)	Existing (SF)	Future (SF)
A-Wing	Maintain or Renovate	128,314			
B-Wing	Demolish	(92,624)			
C-Wing	Demolish	(39,508)			
Behavioral Health Teaching Facility (BHTF)	Maintain	188,846			
E-Wing	Demolish	(54,408)			
Future 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.

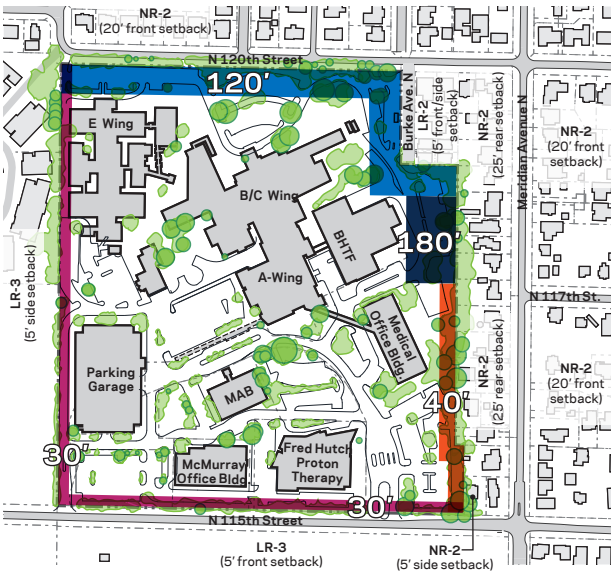
Setbacks limit where buildings can be constructed, at a specified distance from a property edge; other uses can occur within a setback, such as surface parking, landscaped areas, driveways, or underground development. The 1991 MIMP defined varied building setbacks on each edge of the UWMC – Northwest 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.

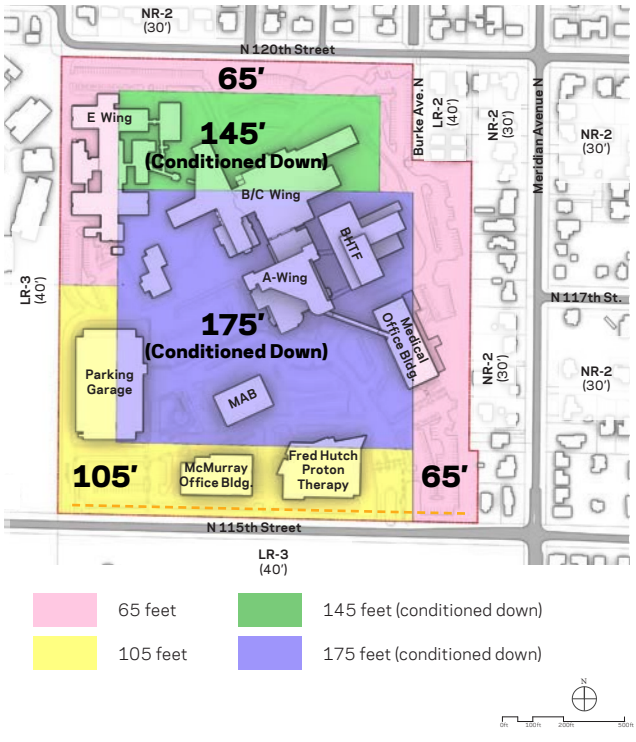


FIG 3.7 PROPOSED HEIGHTS DIAGRAM

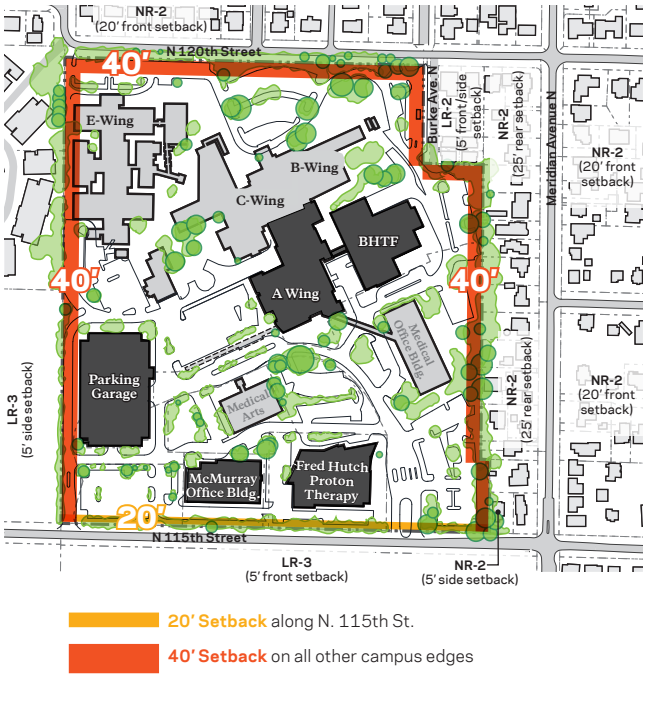


FIG 3.8 PROPOSED SETBACKS DIAGRAM

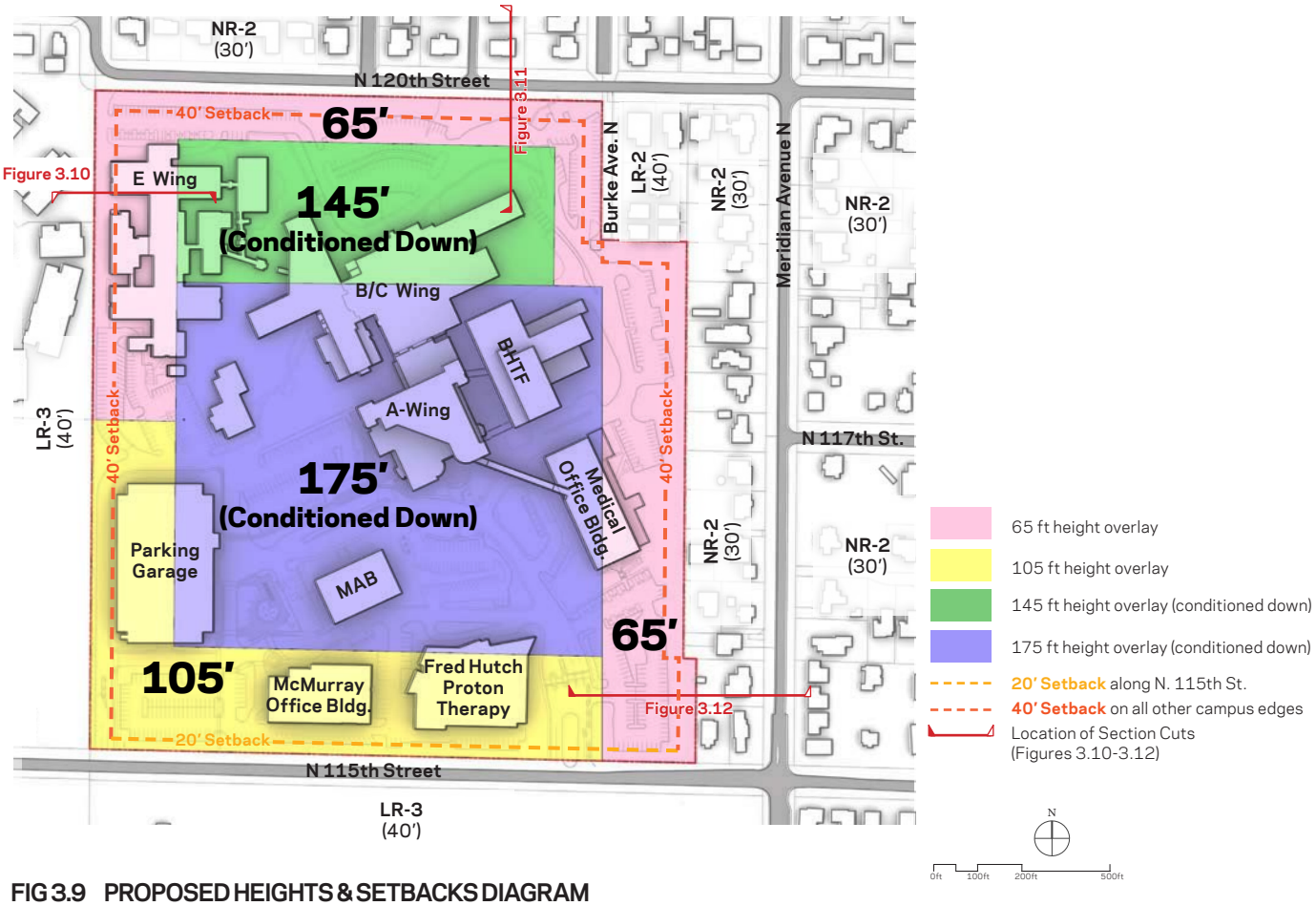


FIG 3.9 PROPOSED HEIGHTS & SETBACKS DIAGRAM

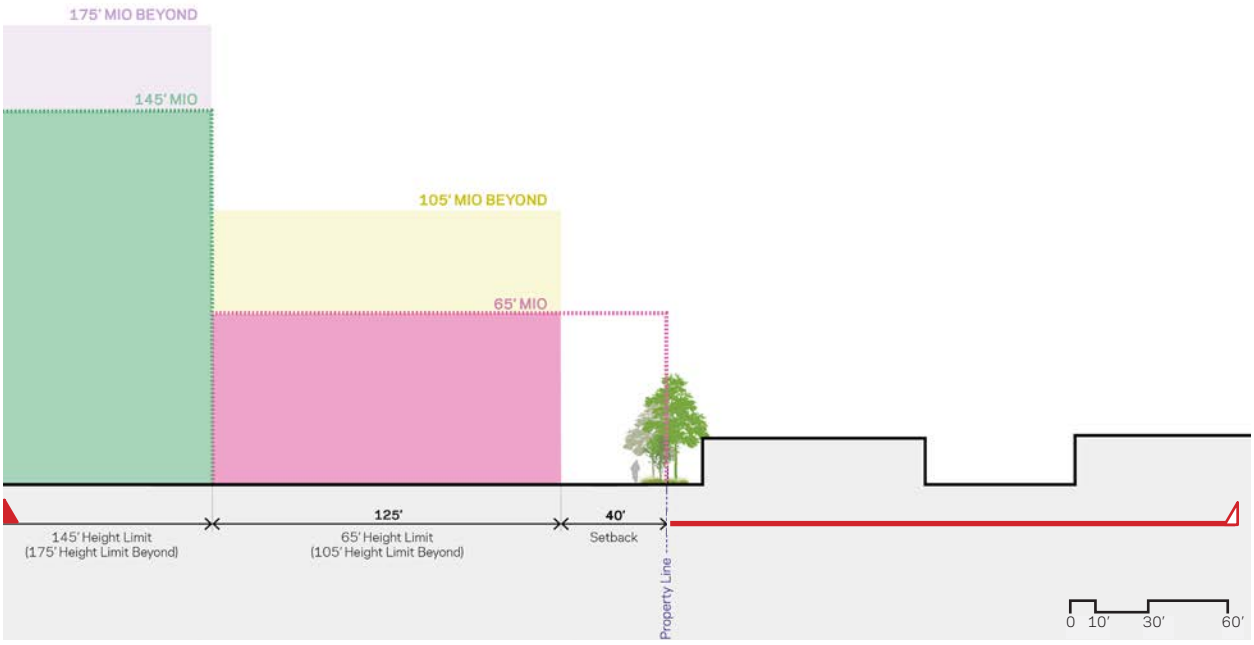


FIG 3.10 SECTION A: PROPOSED HEIGHTS & SETBACKS AT NORTHWEST CAMPUS EDGE

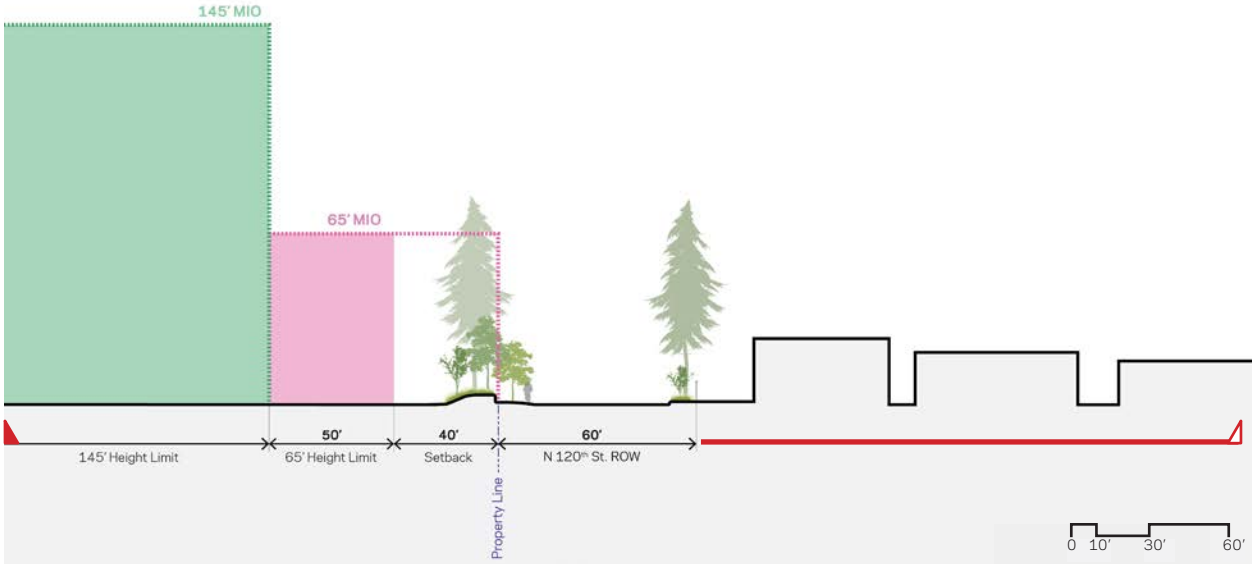


FIG 3.11 SECTION B: PROPOSED HEIGHTS & SETBACKS AT N 120TH ST CAMPUS EDGE

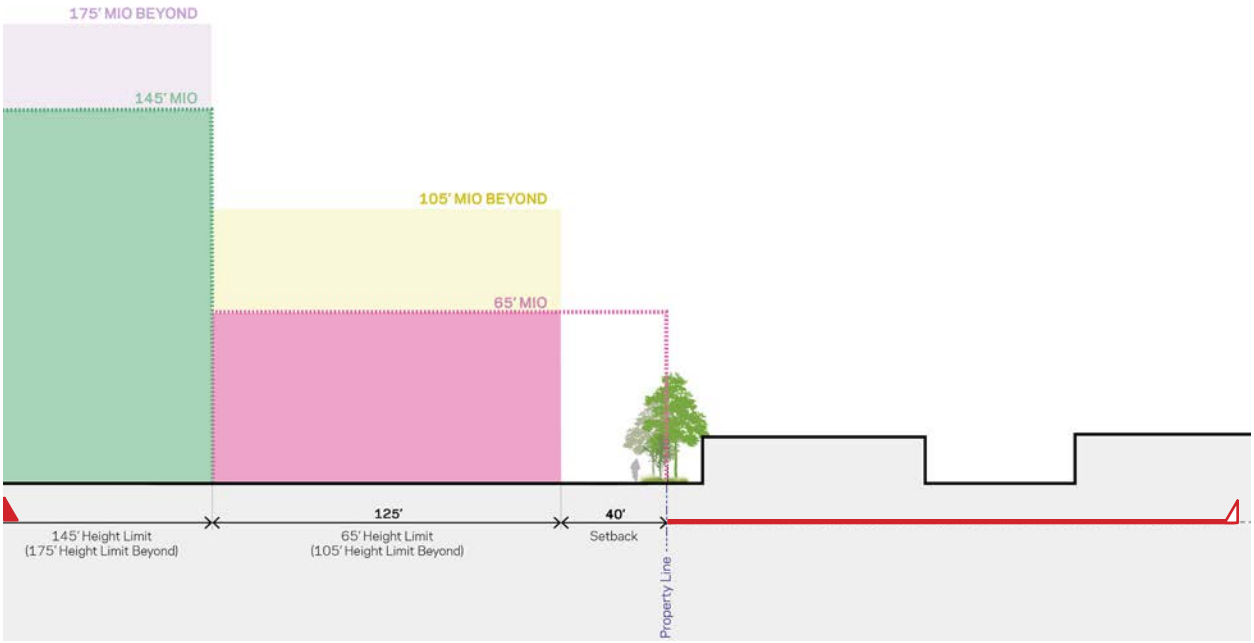


FIG 3.12 SECTION C: PROPOSED HEIGHTS & SETBACKS AT EAST CAMPUS EDGE

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.

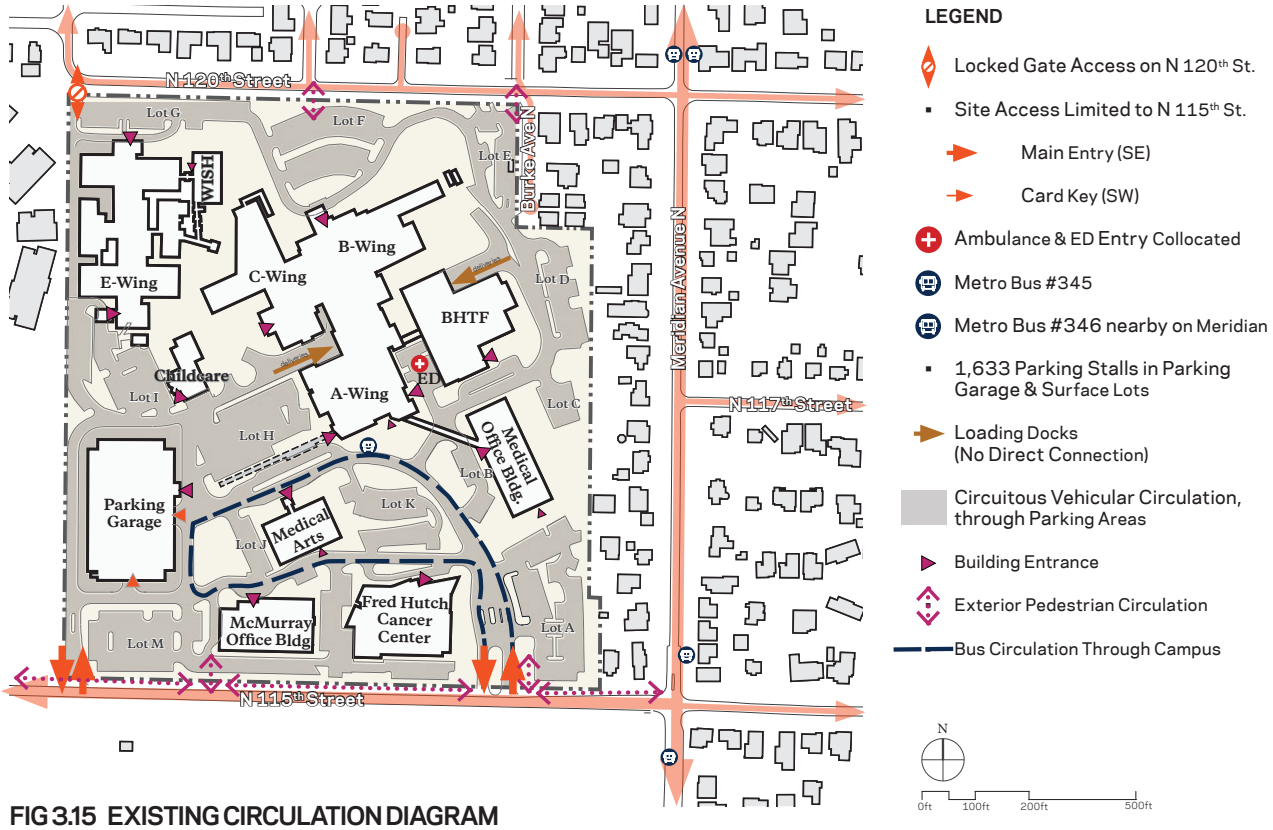


FIG 3.15 EXISTING CIRCULATION DIAGRAM

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

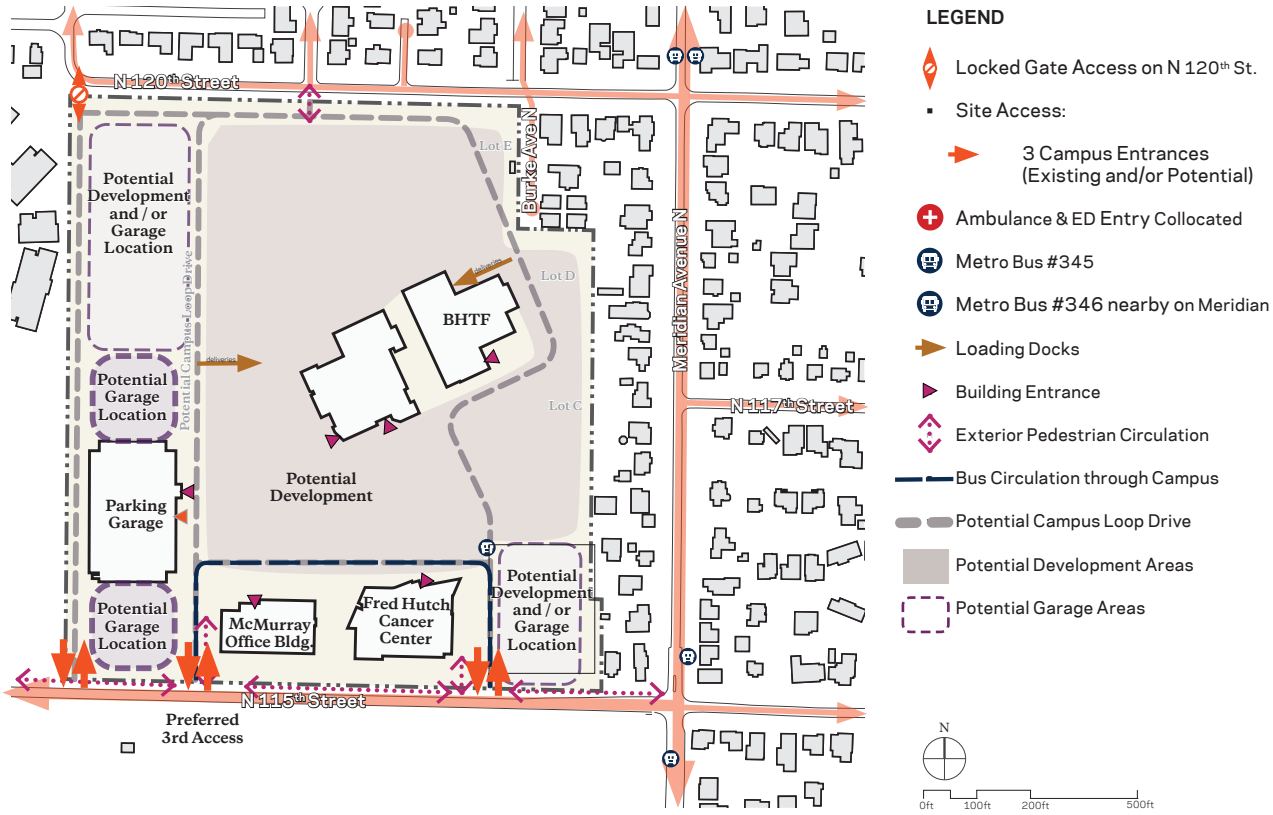


FIG 3.16 PROPOSED CIRCULATION DIAGRAM

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 CAMPUS EDGE AT N 115TH 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.

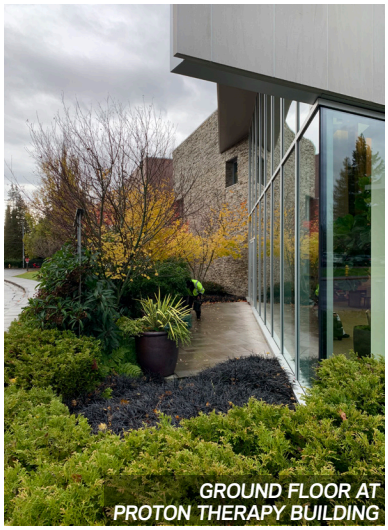
General Architectural Guidance

- 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.

EXISTING PARKING GARAGE


PROTON THERAPY BUILDING


FACADE AT A-WING


GROUND FLOOR AT PROTON THERAPY BUILDING

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.

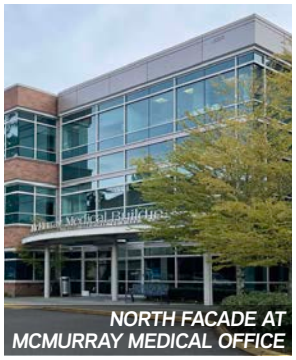
A-WING FACADE FROM SOUTHWEST

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.

MCMURRAY MEDICAL OFFICE BUILDING

- 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.


NORTH FACADE AT MCMURRAY MEDICAL OFFICE


FACADE ARTICULATION AT MCMURRAY MEDICAL OFFICE

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.


A-WING FACADE


PROTON THERAPY FACADE


MCMURRAY OFFICE BUILDING FACADE


A-WING FACADE

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.


BHTF TOWER DESIGN RENDERING

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.

BHTF INPATIENT TOWER DESIGN RENDERING

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.

MCMURRAY OUTPATIENT MEDICAL OFFICE BUILDING

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.

PARKING GARAGE VIEW FROM EXISTING CAMPUS DRIVE NEAR WEST BOUNDARY

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 BARRICADES AT BHTF

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.

ON-GOING CONSTRUCTION OF BHTF

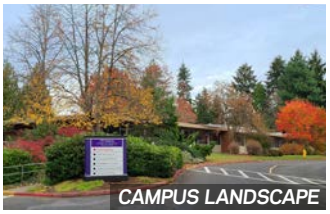
SITE DESIGN

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.

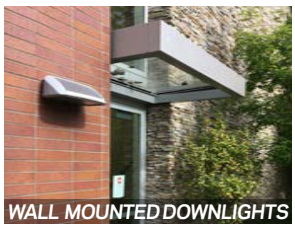

TYPICAL CAMPUS POST LIGHT


TYPICAL CAMPUS POST LIGHT

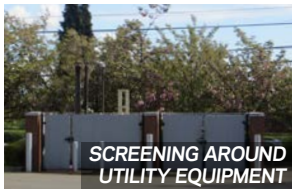
Screening

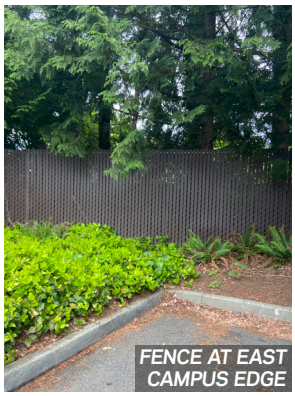
- Where necessary, use screening sensitively to soften noise and visual impacts to adjacent properties.
- Consider using planted green screens and vertical plantings, fence systems and/or landscape plantings strategically to obscure service and utility areas or buffer adjacent dwelling units.
- Design 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.

BANNER SIGNAGE AT PARKING GARAGE

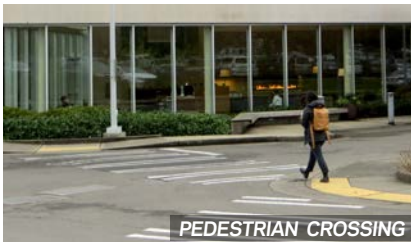

MONUMENT SIGNS AT A-WING

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

COVERED WALKWAYS

PARKING GARAGE

CAMPUS ACCESS FROM N 115TH ST

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.

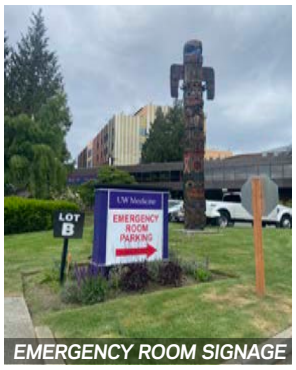
Pedestrian Circulation

- 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.

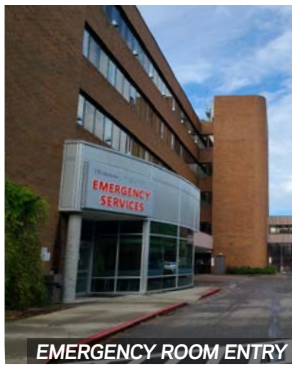
N 120TH IMPROVEMENTS

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.



EMERGENCY ROOM SIGNAGE



EMERGENCY ROOM ENTRY

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.

CAMPUS ENTRANCE


BUS SHELTER


BUS SHELTER


DROP-OFF CANOPY AT PROTON THERAPY


DROP-OFF CANOPY AT MCMURRAY OFFICE BUILDING


DROP-OFF CANOPY AT A-WING

- 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.


BICYCLE PARKING AT MEDICAL OFFICE BUILDING


BICYCLE PARKING AT A-WING

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.


SURFACE PARKING LOT


ADA PARKING STALLS


SURFACE PARKING LOT

- 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 conversation 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 UWMC - 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

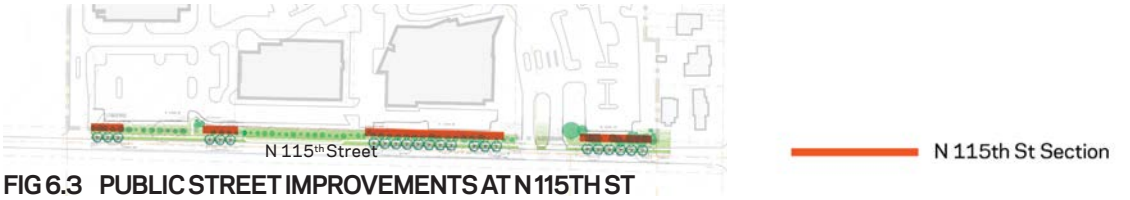

FIG 6.3 PUBLIC STREET IMPROVEMENTS AT N 115TH ST

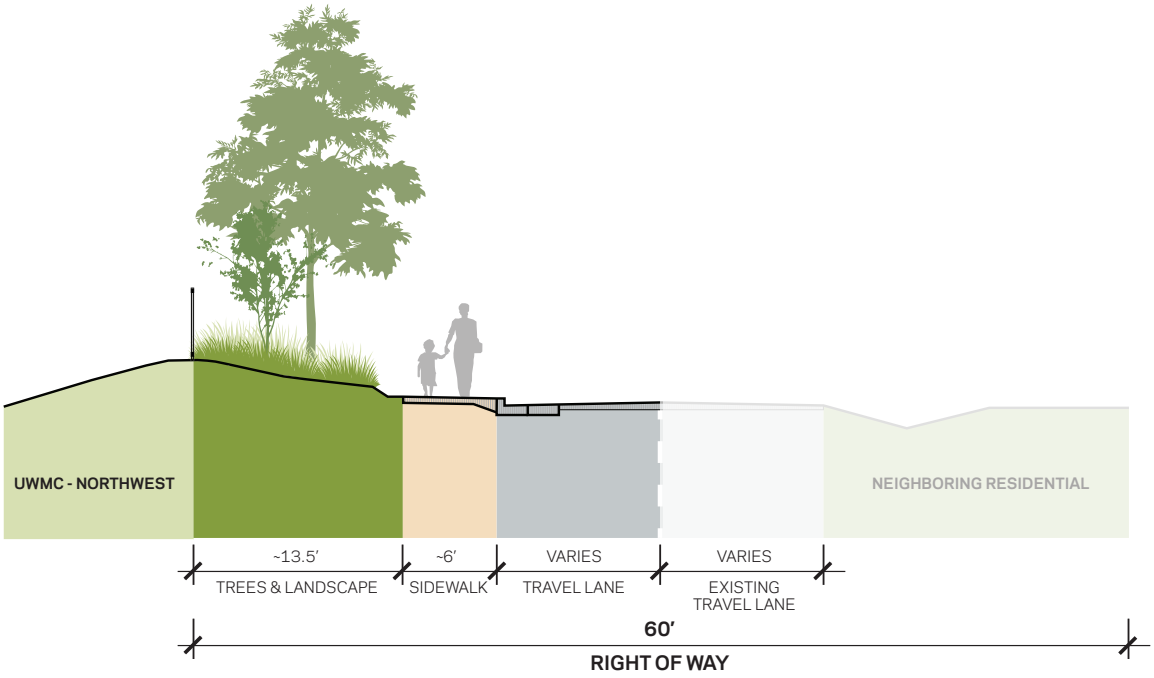

FIG 6.4 STREET SECTION AT N 120TH ST – NORTHWEST CAMPUS EDGE

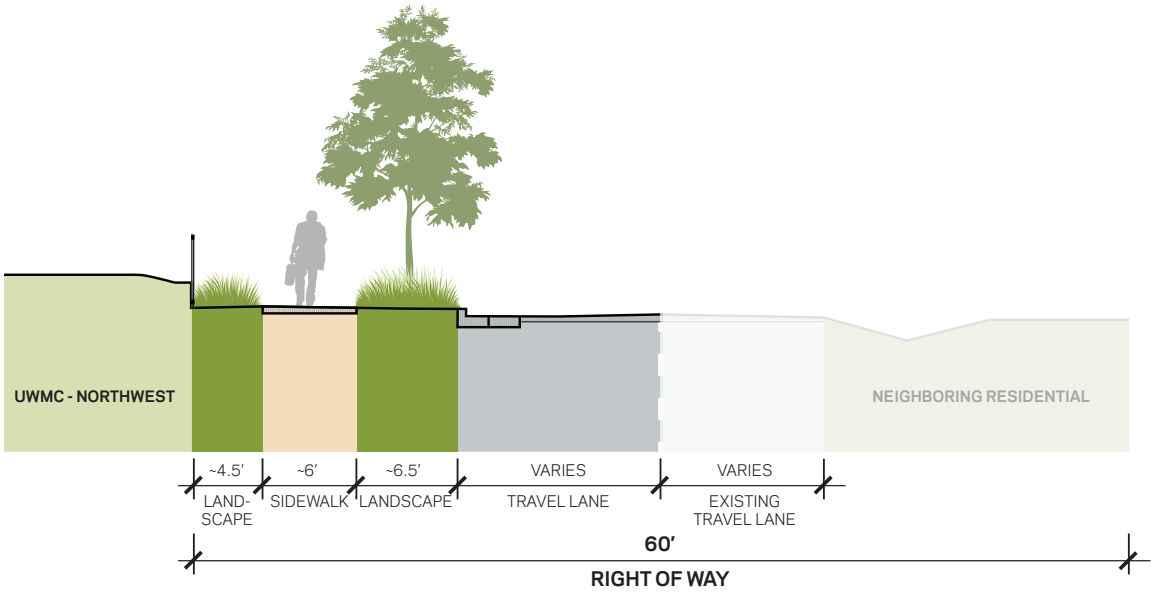

FIG 6.5 STREET SECTION AT N 120TH ST - NORTH CAMPUS EDGE

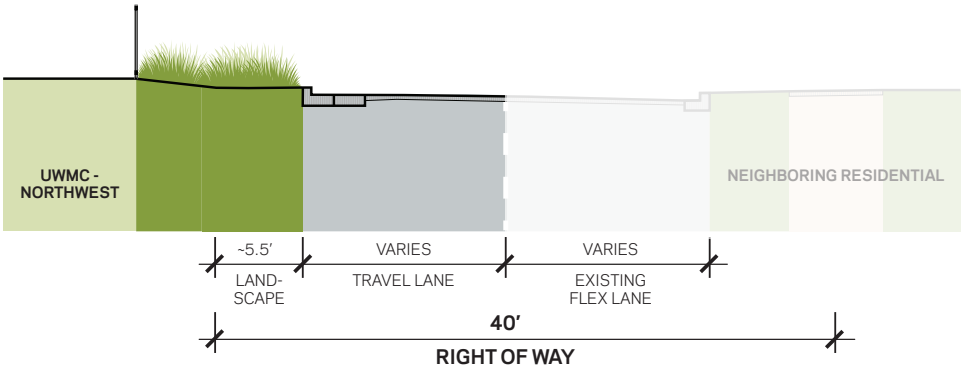

FIG 6.6 STREET SECTION AT BURKE AVE N - NORTHEAST CAMPUS EDGE

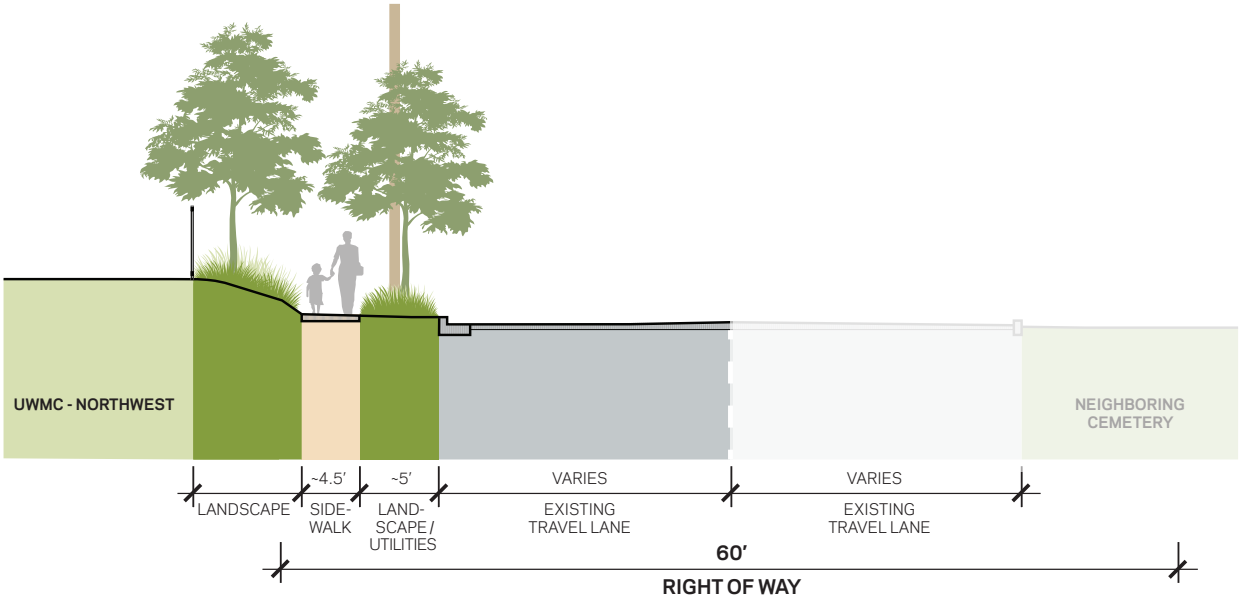

FIG 6.7 STREET SECTION AT N 115TH ST - SOUTH CAMPUS EDGE, TYPICAL CONDITION

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 Figure7.2.

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:*
> *--- (**19**) ---*
> ***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) 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).

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.

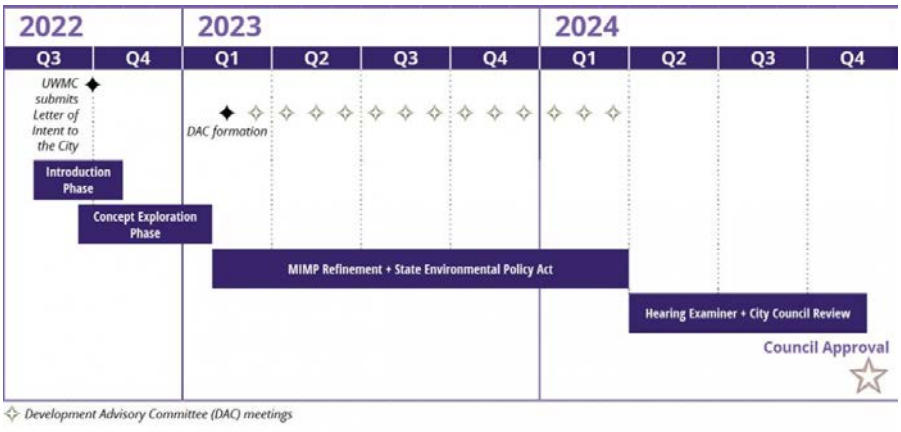
We are working with several partners to define our future during the MIMP process, including our community, neighbors, employees and patients. As part of the MIMP development process, we will also work with the City of Seattle Departments of Neighborhoods (https://www.seattle.gov/neighborhoods) (DON), 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.

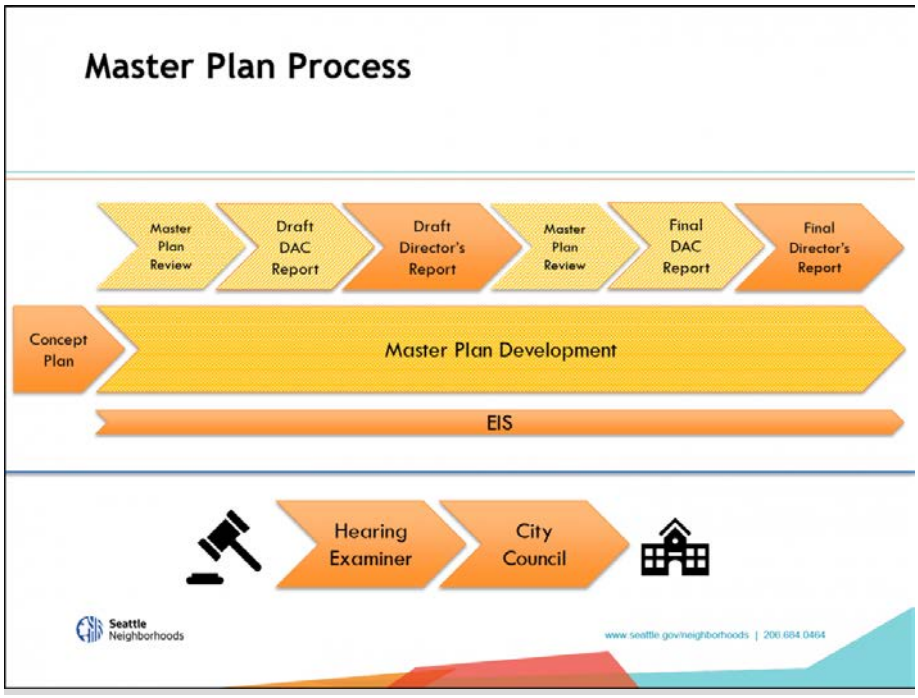
MIMP Refinement and State Environmental Policy Act

February 2023 – March 2024

Hearing Examiner and City Council Review

Anticipated through much of 2024

Master plan process



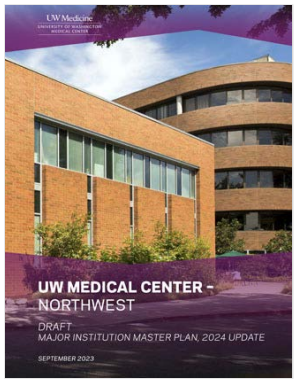
(/files/media/city-of-seattle-master-plan-process-slide.pdf)

Text alternative to Master Plan Process visual

The major steps with a Master Plan process, after submittal of a Concept Plan, include:

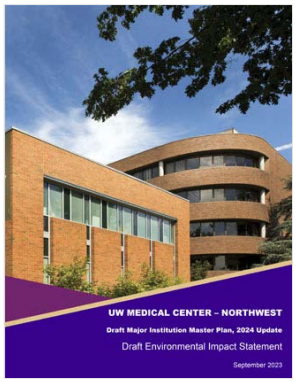
- Review of the Draft Master Plan and Draft EIS by the Development Advisory Committee and their submittal of a comment report to the SDCI Director.
- Review of the Final Master Plan and Final EIS by the Development Advisory Committee and their submittal of a comment report to the SDCI Director.
- After 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]

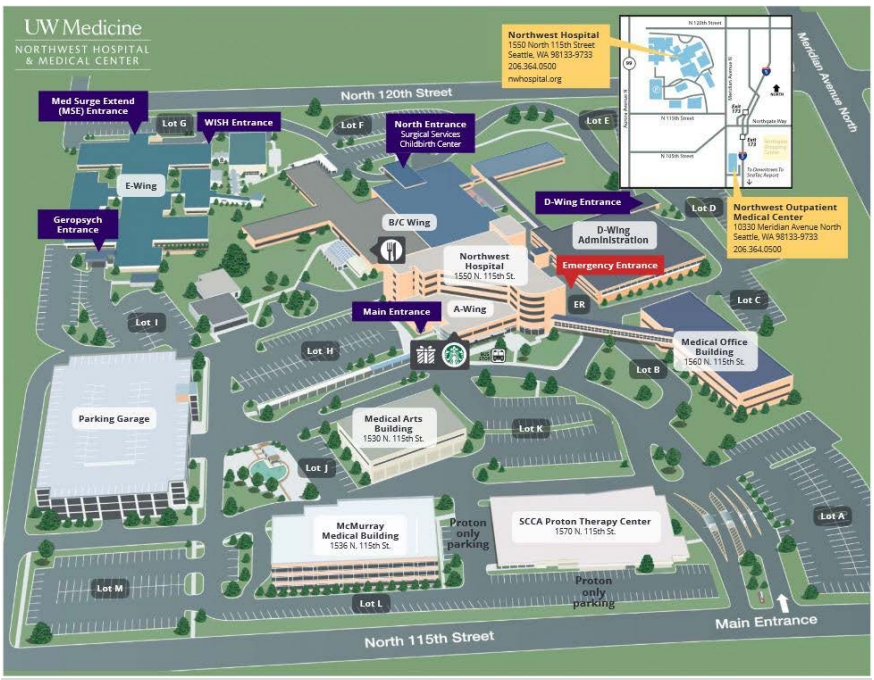
(https://facilities.uw.edu/files/media/uwmc-northwest-draft-mimp-09.05.2023.pdf)



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

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[+] How can we make this page better for you?

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)

FIG D.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	▪ Introductions to DON / Committee ▪ DAC Orientation
DAC #1	March 23, 2023	▪ Chair / VIce-Chair Elections ▪ Presentation & Discussion of Concept Plan & SEPA EIS Scoping Process
DAC #2	April 24, 2023	▪ Update on EIS Scoping & Outreach ▪ Preview Design Guidelines & Development Standards
DAC #3	May 22, 2023	▪ Finalize & Submit Concept Plan Comments, Review Scenarios ▪ Transportation & Parking Introduction
DAC #4	June 26, 2023	▪ Overview & Distribute Preliminary Draft MIMP & EIS
DAC #5	July 10, 2023	▪ DAC Crafts Comment Letter o Prelim. Draft MIMP & EIS
DAC #6	July 24, 2023	▪ DAC Crafts Comment Letter o Prelim. Draft MIMP & EIS
DAC #7	August 14, 2023	▪ DAC Crafts Comment Letter o Prelim. Draft MIMP & EIS
DAC #8	September 11, 2023	▪ Review Changes Made to Draft MIMP & EIS
DAC #9	October 23, 2023	▪ DAC Finalizes Comment Letter on Draft MIMP & EIS
DAC #10	January 22, 2024	▪ Overview & Distribute Preliminary Final MIMP & EIS
DAC #11	February 12, 2024	▪ 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.

Table 4. UW Medical Center – 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%
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 altermatives 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.

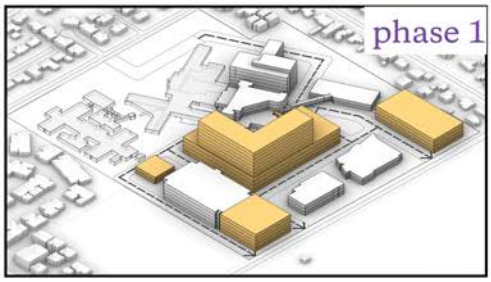
The following constraints were drivers of these strategies and will be factors driving future development:

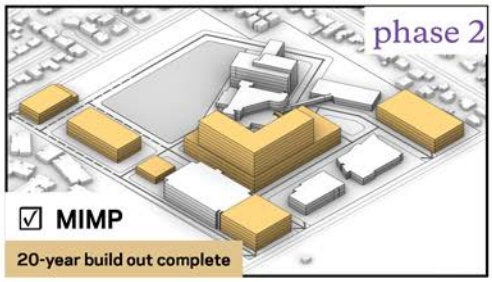
- Connect to the Hospital through A-Wing required for new Inpatient Development
- Achieve a more densely developed facility (smaller footprint, taller building) to support functional flows between program
- Locate the Emergency Department as close as possible to N. 115th St. to support quick access for 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

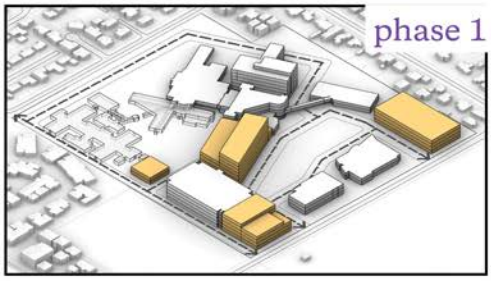


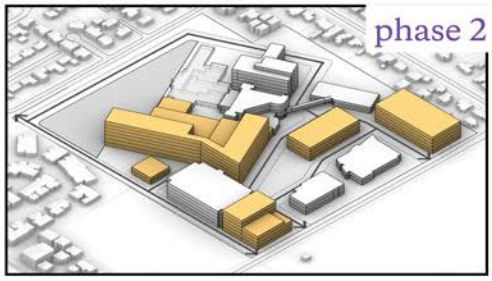


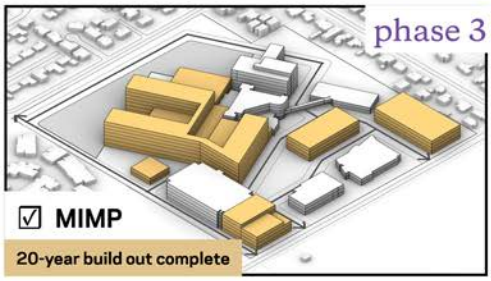
STRATEGY 2 - OVERVIEW

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



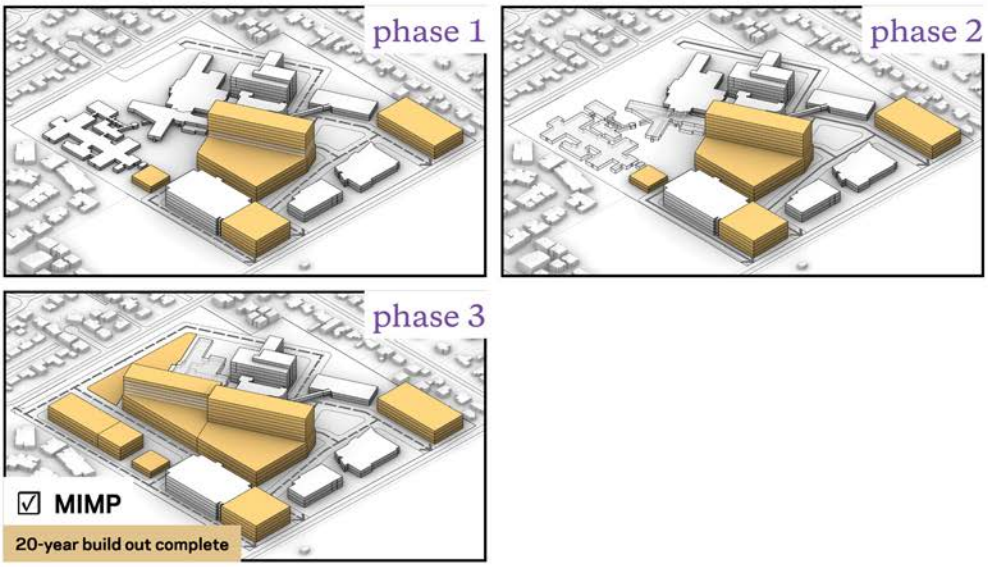




STRATEGY 3 - OVERVIEW

3. Moderated Phasing, Keep B and E-Wings Longer

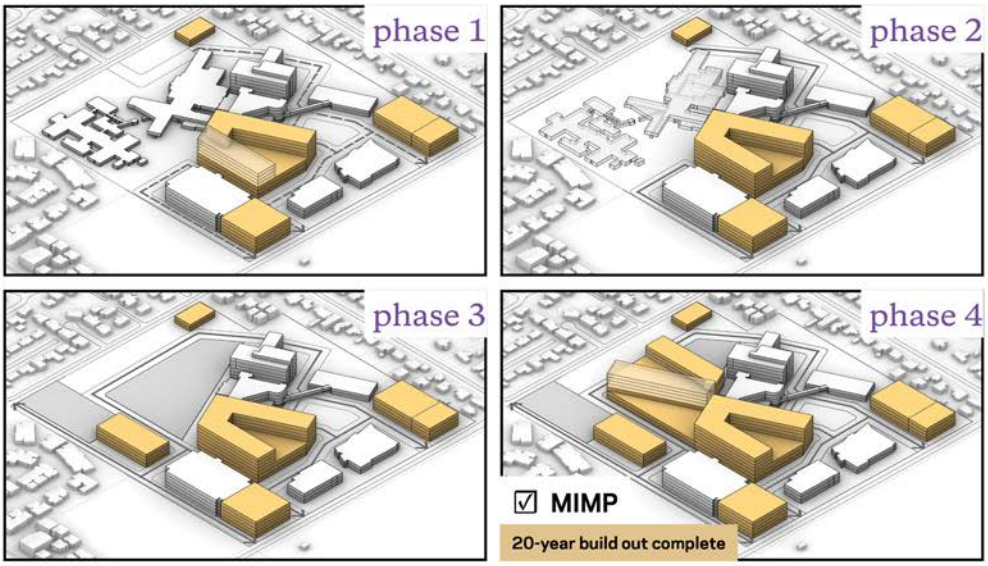
- ◇ Build in 2 large phases with a series of shell space build-outs
- ◇ Focus on growth in phase 1 (148 beds), with shelled inpatient floors
- ◇ Build-out shelled space to replace E-Wing and C-Wing in phase 2
- ◇ Replace B-Wing beds, add remaining growth and shell inpatient floors in phase 3
- ◇ Achieves 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

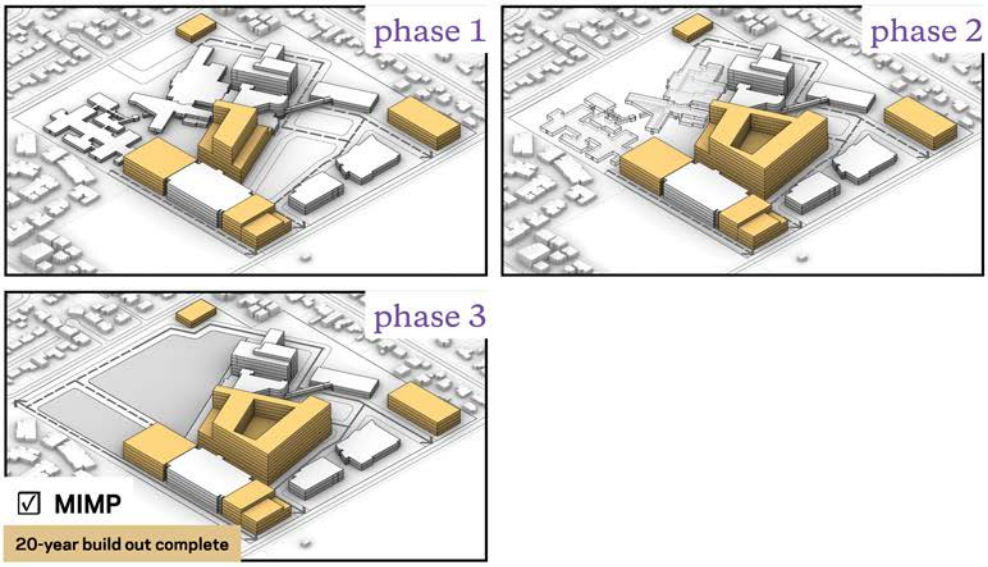
5. Growth First, on H Lot

◇ 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	
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Nelson Pesigan	Seattle Department of Neighborhoods
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John Shaw	Seattle Department of Construction and Inspections
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Cynthia Dold	Chief Operating Officer, UW Medicine Hospitals & Clinics
Jacqueline Cabe	Chief Financial Officer, UW Medicine
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Foster Garvey	Legal Services
Stepherson & Associates	Community Engagement
Thornton Tomasetti	Structural Engineering
KPFF	Civil Engineering
PAE Consulting Engineers	Mechanical, Electrical, Plumbing Engineering
SG2	Healthcare Service Projections

BACK COVER IMAGE SHOWS UWMC – NORTHWEST A-WING AND CAMPUS ENTRY DRIVE


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