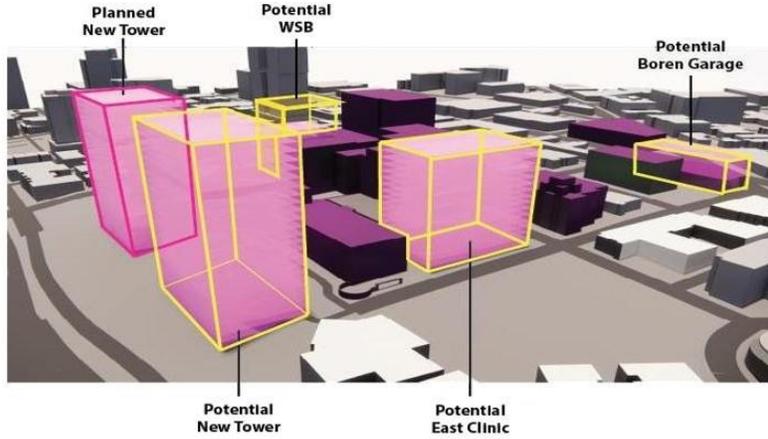


HARBORVIEW MEDICAL CENTER

2024 MIMP MAJOR AMENDMENT MASTER USE PERMIT (MUP)



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HARBORVIEW MEDICAL CENTER

2024 MAJOR AMENDMENT TO COMPILED MAJOR INSTITUTION MASTER PLAN

TABLE OF CONTENTS – related to Chapter 23.69 Major Institution Overlay District

	Page No.
I. Introduction	1
1. Preface	
2. Background	
3. Regulatory history	
4. Purpose	
II. Conditional Uses 23.69.012.C	4
1. Necessity to save lives	
2. Restricted to life-threatening emergencies	
3. Minimal impact to surrounding area	
III. Development Standards 23.69.030.C	6
1. 23.69.030.C.1 Existing underlying zoning	8
2. 23.69.030.C.2 Modifications to underlying zone	9
3. 23.69.030.C.3	9
a. 23.69.030.C.3.a Structure setbacks along public way	
b. 23.69.030.C.3.b Height limits	
c. 23.69.030.C.3.c Lot coverage for MIO	
1. Major Institution Overlay (MIO)	
2. Proposed MIO Expansion	
d. 23.69.030.C.3.d Landscaping	
e. 23.69.030.C.3.e Percentage of open space	
4. 23.69.030.C.4 Additional Standards	18
IV. Development Program 23.69.030.E	20
1. 23.69.030.E.1 Alternative Proposals	
2. 23.69.030.E.2 Density	
a. Gross floor area	
b. Floor area ratio (FAR)	
3. 23.69.030.E.3 Maximum number parking spaces allows	26
4. 23.69.030.E.4 Existing MIO campus	26
a. 23.69.030.E.4.a Existing developments, prior approved and planned physical developments	
a. Existing Campus Description – Past 1999 Major Institutional Master Plan (MIMP) & 2014 Addendum Implementation	
b. 23.69.030.E.4.b Existing open space landscaping	
c. 23.69.030.E.4.c Public and private street layout	
d. 23.69.030.E.4.d Existing and planned parking areas and structures	
5. 23.69.030.E.5 Property ownership site plan	39
6. 23.69.030.E.6 Three-dimensional drawing of height, bulk and form for planned physical development	41

7.	23.69.030.E.7	Planned infrastructure improvements	42
8.	23.69.030.E.8	Planned development phases and plans	46
9.	23.69.030.E.9	Planned street or alley vacations	49
10.	23.69.030.E.10	Potential project developments, parking	50
	a.	Projects	
	b.	Parking and circulation	
	c.	Infrastructure improvements	
	d.	Street or alley vacation	
	e.	Phasing	
11.	23.69.030.E.11	Consistency with intent of major institution master plan	57
12.	23.69.030.E.12	Decentralization plans and/or options	59
13.	23.69.030.E.13	Informational purposes	60
	a.	Addressing community well-being goals	
	b.	Public benefits, purpose and mission	
V.	Transportation Management Plan (TMP) 23.69.030.F		61
VI.	Rules for specific Council Land use decisions 23.76.058.D		73

APPENDIX

VII.	1999 / 2000 MIMP Council Conditions		74
VIII.	1999 / 2000 SEPA Conditions		80
IX.	Index of Tables and Figures		90
X.	2014 Addendum		92

Introduction

PREFACE

Harborview Medical Center, owned by King County and operated by the University of Washington, is the Master Plan proponent.

King County and Harborview propose a Major Amendment to the 1999 MIMP (“Major Amendment”) consistent with the City of Seattle’s Land Use Code criteria (SMC Chapter 23.69). King County Facilities Management Division (FMD) is the Lead Agency for the State Environmental Policy Act (SEPA) review. FMD will work in cooperation with the City of Seattle Department of Construction and Inspections (SDCI) for review and administration of the Major Amendment to the Harborview Major Institutional Master Plan (MIMP) process and the Environmental Impact Statement (“EIS”). MIMP approval will be the ultimate responsibility of the Seattle City Council, based on recommendations from the Implementation Advisory Committee (IAC), the SDCI Director (through the assigned City Planner), and the City of Seattle Hearing Examiner. Approval of the Major Amendment to the MIMP will establish the zoning and development standards and regulatory framework to enable continued Harborview Medical Center (hereafter referred to as HMC) changes and developments for the foreseeable future.

BACKGROUND

HMC is a hospital with a license for 540 beds, owned by King County and operated by University of Washington Medicine. Harborview is one of the nation’s leading academic medical centers and is the only Level 1 trauma center serving a four-state region (Alaska, Idaho, Montana, and Washington). Harborview provides premier medical education facilities for trauma and related disciplines. The facilities must be seismically stable, usable, and accessible after a significant event. HMC is the state’s largest hospital provider of charity care. This Major Amendment to the MIMP focuses on future improvements to meet the growing service demands for the years 2023 to 2030. Projects described as “Planned Projects” are near term (2025-2027) and are more defined, while projects described as “Potential Projects” are longer term (2027- 2035) or beyond and are less defined.

- HMC is a comprehensive regional health care facility providing specialized care for a broad spectrum of patients. Harborview Medical Center serves all patients regardless of their ability to pay.
- HMC is a state-licensed hospital owned by King County and operated by the University of Washington under a management agreement. It is governed by a 13-member appointed Board of Trustees.
- HMC is one of the nation’s leading academic medical centers and the only level 1 trauma center for adults and children in Washington. It serves a four-state region that includes Alaska, Idaho, Wyoming, and Washington.
- The medical center is the regional emergency management command center during a natural disaster or major crisis event.

- Clinical need: since 2000, when voters last agreed to support major facility renovations at HMC, King County’s population has grown 28%. The current facilities and infrastructure are aging and outdated in terms of modern medical best practices. Facility configuration and capacity constraints significantly impact hospital operations; HMC consistently averages between 10 to 25% over its bed capacity.
- HMC’s behavioral health services are in high demand, which results in the need for additional space for existing services, as well as more space for new and innovative approaches to address the growing behavioral health needs of our communities.

REGULATORY HISTORY

In 1999, a new MIMP and EIS were approved by Seattle City Council. The 1999 MIMP identified development standards, a development program, and City Council conditions that applied to then-Planned and Potential Projects. The 1999 MIMP and EIS no longer support the community needs.

As required by City of Seattle Land Use Code (“SMC”) § 23.69.035, King County and Harborview propose this Major Amendment to the 1999 MIMP (“Major Amendment”) consistent with SMC Chapter 23.69 criteria. King County, as SEPA Lead Agency, will prepare an Environmental Impact Statement (EIS). The amended MIMP and EIS will reshape the Planned and Potential Projects through established development standards and programs and will set up a transportation management program to mitigate traffic impacts.

As this document describes the proposed amendments to MIMP development standards, development program, and transportation management plan (TMP), the narrative may from time to time refer to the 1999 MIMP and EIS imposed conditions, and address whether those conditions have been met, remain viable, or should be rescinded. When this occurs in the text, the referenced condition is identified by the number given in 1999.

PURPOSE

In November 2020, 77.5% of King County voters passed a historic \$1.74 billion bond measure to facilitate building the next generation of healthcare facilities on the King County owned HMC campus. After an extensive planning process convened by King County in partnership with University of Washington Medicine, Harborview Medical Center, and labor partners, the Harborview Bond Capital Program (Bond Program) outlined the following goals:

- Construct a new medical tower on the campus that will provide additional single-bed capacity.
- Increase the capacity of Emergency Department services.
- Upgrade and modernize existing patient rooms to meet modern infection control and privacy best practices standards.

- Co-locate outpatient behavioral health services and increase capacity for clinical behavioral health programs.
- Increase respite bed capacity at Harborview Hall (behavioral health and medical).
- Create enhanced space for Involuntary Treatment Act (“ITA”) Court and expand Public Health – Seattle and King County (Public Health) spaces at Harborview to meet growing community needs.
- Seismically upgrade Center Tower.
- Seismically upgrade Harborview Hall.
- Demolish East Clinic.
- Remodel Pioneer Square Clinic.

This Bond Program furthers the commitment of King County, HMC and the University of Washington to provide safe and sufficient facilities for the highest quality of healthcare, teaching, research, and community services.

This proposed Major Amendment is submitted in accordance with SMC 23.69.035 and includes the following changes to the 1999 MIMP:

- Expand the MIO District boundary.
- Expand the current FAR from 3.6 to 6.0.
- Increase maximum building height west of the private roadway known as 8th Avenue from 240 feet to 320 feet.
- Revise open space percentage goals.
- Identify additional potential projects beyond those identified in the 1999 MIMP.

This Major Amendment includes the SMC’s three required components:

- Development Standards.
- Development Program.
- Transportation Management Program.

Applicable sections of SMC, Title 23 – Land Use and Zoning are cited for convenience. All conditional changes and other changes resulting from the 1999 MIMP City Council approval process are included.

During the Major Amendment’s preparation, King County and the Harborview Bond Team, with the help of SDCI Department of Neighborhoods (SDON), established an Implementation Advisory Committee (IAC). From September 2022 to June 2023, the Harborview Bond Team met with the IAC to present, review, and solicit input on issues related to proposed amendments to MIO boundary expansion, FAR, building height, open space percentage, parking and traffic circulation, as well as planned and potential projects, and anticipated schedule of development. The result of these meetings was a unanimous vote of the IAC, followed by a letter of support for the Major Amendment.

II. Conditional Uses 23.69.012.C Helistops

The current Harborview Campus has three helipads located atop the roof of View Park II garage. Two helipads are used by commercial services Airlift Northwest and Life Flight Network. The third helipad is reserved for military transport helicopters with limited use. The average landings for the two commercial helipads combined, over the past five (5) years is 1,000 to 1,330 landings annually. A recent helicopter volume and noise study was completed in 2024 and will be included as an appendix in the 2025 EIS.

The Planned Project of a new patient tower included in this MIMP Major Amendment includes the relocation of two helipads to the roof on the new tower. The assessment of noise generated from this new location is included in the helicopter volume and noise study completed in 2024. Raising these two landing pads to an elevation over 500 feet above sea level will greatly diminish the appreciable noise decibel level perceived by surrounding area.

A graphic representation of the new helipad location atop the new patient tower is depicted in Figure 14 of this MIMP Major Amendment. The planned relocation of the two helipads to the top of the planned new patient tower is not materially detrimental to public welfare or injurious to property because the use remains essentially the same as what presently exists despite the proposed new location. The new location benefits the public welfare by enhancing efficient and direct access from landing pad to emergency department. There will be no adverse impacts to landscaping or screening conditions.

To consider any sites outside of the MIO or campus boundary would be detrimental to essential and efficient access to emergency department for lift-threatening emergencies and would impose a greater impact to surrounding area and the critical patient in that vehicle transport would be necessary to deliver patient from remotely located helipad to the emergency department located in the planned new patient tower. The necessity and use of rooftop helipad is functionally integral and substantively related to the central mission of Harborview Medical Center and as such, consistent with description in SMC 23.69.008 Permitted uses.

The existing military transport helipad will remain in its current conditional use location atop the roof of View Park II garage until such time that a potential new tower is deemed necessary to be erected in the View Park II location. The existing military transport is structured to handle heavier weight and larger sized transport vehicles. This existing helipad may occasionally support landing of overflow commercial flight vehicles. FIGURE 00.



FIGURE 00 – EXISTING LARGE CAPACITY HELIPAD

III. Development Standards 23.69.030.C

Code	Major Institution Overlay District	Major Amendment Disposition
23.69.030	Contents of master plan	
23.69.030.A	Three components of Major Institution Master plan	Dev Standards, dev. Program, TMP
23.69.030.B	Development Standards as applicable regulations for development	Develop standards to be modified in this 2024 MIMP amendment
23.69.030.C	Develop Standards	
23.69.030.C.1	Existing underlying zone HR (M) and MR (M) within MIO boundary	Addressed
23.69.030.C.2	Modifications to underlying zones	No changes to underlying zone HR (M) or MR (M) proposed
23.69.030.C.3.a	Structure setbacks on public right of way	Modified by 1999 MIMP
23.69.030.C.3.b	Height limits	Amended in this major amendment
23.69.030.C.3.c	Lot coverage	Standards adhere to underlying zone
23.69.030.C.3.d	Landscaping	Standards adhere to underlying zone
23.69.030.C.3.e	Percentage of open space in MIO	Amended in this major amendment
23.69.030.C.4.a	Transitions in height and scale between MIO development and surrounding development	Standards adhere to underlying zone
23.69.030.C.4.b	Width and depth limits	Modified by 1999 MIMP
23.69.030.C.4.c	Setbacks between structures not on public right of way	Modified by 1999 MIMP
23.69.030.C.4.d	Preservation of historic structures	No changes since 1999 MIMP
23.69.030.C.4.e	View corridors and other impact mitigations	No changes since 1999 MIMP
23.69.030.C.4.f	Pedestrian circulation	Amended in this major amendment
23.69.030.D	Development Program	Amended in this major amendment
23.69.030.E.1	Description of alternate proposals for physical development if no EIS is prepared	Will be addressed in amended EIS
23.69.030.E.2	Density by gross floor area and overall Floor area ratio (FAR)	Amended in this major amendment
23.69.030.E.3	Maximum number of parking spaces	Amended in this major amendment
23.69.030.E.4.a	Height, description, gross floor area of existing and planned physical development	Amended in this major amendment
23.69.030.E.4.b	Open space	Amended in this major amendment
23.69.030.E.4.c	Existing public and private street layout	No changes since 1999 MIMP
23.69.030.E.4.d	Existing and planned parking areas and structures	Amended in this major amendment

23.69.030.E.5	Site plan with property lines and ownership of properties in the MIO district	Amended in this major amendment
23.69.030.E.6	3D drawings illustrating height, bulk, and scale of existing and planned and potential developments	Amended in this major amendment
23.69.030.E.7	Site plan with planned infrastructure improvements and timing of those improvements	Amended in this major amendment
23.69.030.E.8	Description of planned development phases and plans	Amended in this major amendment
23.69.030.E.9	Description of planned street and alley vacations	No changes since 1999 MIMP
23.69.030.E.10	Optional description of potential uses, development, parking, etc.	Amended in this major amendment
23.69.030.E.11	Analysis of proposed master plans consistency with Chapter 23.69	Amended in this major amendment
23.69.030.E.12	Discussion of decentralization plans	Amended in this major amendment
23.69.030.E.13.a	Description of how the institution will address goals and applicable policies under Healthy Growth, Aging, and Lifestyle and Lifelong Learning headings in the Comprehensive Plan	Amended in this major amendment
23.69.030.E.13.b	Statement of purpose and public benefit resulting from proposed new development and how it serves the public purpose mission of the Major Institution	Amended in this major amendment
23.69.030.F	Transportation Management Plan	
23.69.030.F.1	Description of existing and planned parking, loading and service facilities, and bicycle and pedestrian traffic and its impacts	Amended in this major amendment
23.69.030.F.2	Institutional programs that reduce traffic impact and encourage use of alternatives to single-occupant vehicles.	Amended in this major amendment
23.69.030.G	Integration of Environmental and Master Plans	Amended in this major amendment
23.69.030.H	Where 2 or more institutions are close by, Director may require combined land use, traffic, and parking impacts	NA
23.69.035	Changes to master plan	Amended in this major amendment
23.69.035.E.1	Major Amendment to a Master Plan	Amended in this major amendment

TABLE 01 – CONTENT OF MASTER PLAN

23.69.030.C.1 Existing underlying zoning

The existing underlying zone is HR (M) Highrise multifamily with an MHA suffix and MR (M) Midrise multifamily with an MHA suffix. The underlying development standards for those zones are outlined in the following TABLE 02 along with identification of how this Major Amendment for the MIO varies from that underlying zone.

Code	Section Title	MIMP major amendment Disposition
23.45.514	Structure height	Standards superseded by Major Amendment Dev. Standards
23.54.016.B	Parking quantity required	Standards superseded by Major Amendment Dev. Standards
23.45.518	Setbacks and separations	Standards superseded by Major Amendment Dev. Standards
23.45.520	HR zone upper-level development standards	Standards superseded by Major Amendment Dev. Standards
23.45.520.A	Definition of Tower	Consistent definition
23.45.520.B.1	Structures over 45' may have one or more towers	Consistent definition
23.45.520.B.2	Maximum width of towers is 130'	Standards superseded by Major Amendment Dev. Standards
23.45.520.B.3	Average gross floor area per story shall not exceed 10,000' and no individual story's floor area may exceed 10,500'	Standards superseded by Major Amendment Dev. Standards
23.45.520.B.4	Average gross floor area per story of all towers on the lot shall not exceed 60% of the lot area	Standards superseded by Major Amendment Dev. Standards
23.45.520.B.5	If 2 or more towers are located on a lot, the minimum horizontal separation between the towers must be 40'	Standards superseded by Major Amendment Dev. Standards
23.45.524	Multifamily landscaping standards	Standards superseded by Major Amendment Dev. Standards
23.45.600	Major Phased Developments in Midrise zones	No phased development proposed development
23.45.570.4	Institutions – provisions of this chapter apply to major institution uses in 23.69 MIO district. Provisions are limited to LR zone.	Standards superseded by Major Amendment Dev. Standards

TABLE 02 – SMC UNDERLYING LAND USE ZONE

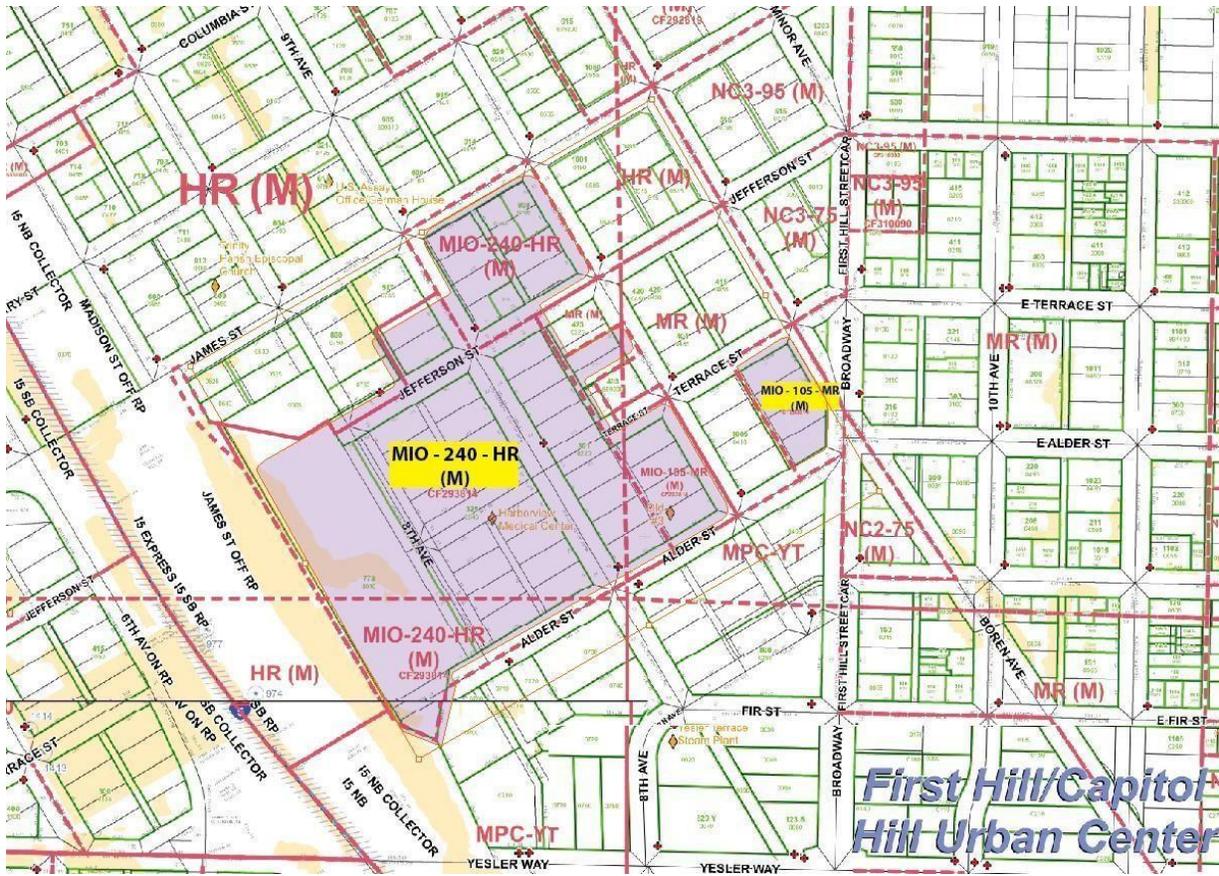


FIGURE 01 – UNDERLYING LAND USE ZONE MAP

The existing campus is fully developed with structures that were present prior to submittal of the 1999 MIMP or which were constructed under the 1999 MIMP.

The latter includes seismic upgrades of East Hospital, construction of the Norm Maleng Building patient tower and construction of a medical office building on the full block of 9th Avenue and Jefferson Street. 9th Avenue remains open to vehicles and public transportation after an aerial vacation.

23.69.030.C.2 Modifications to underlying zone

This Major Amendment proposes no changes to the underlying zones HR (M) and MR (M).

23.69.030.C.3

23.69.030.C.3.a Structure setbacks along public way

The underlying Highrise Residential (HR) and Midrise Residential (MR) zoning development standards were replaced in the 1999 MIMP by the following development standards, which this Major Amendment supersedes as described below:

Exhibit B for 23.45.518: HR setbacks

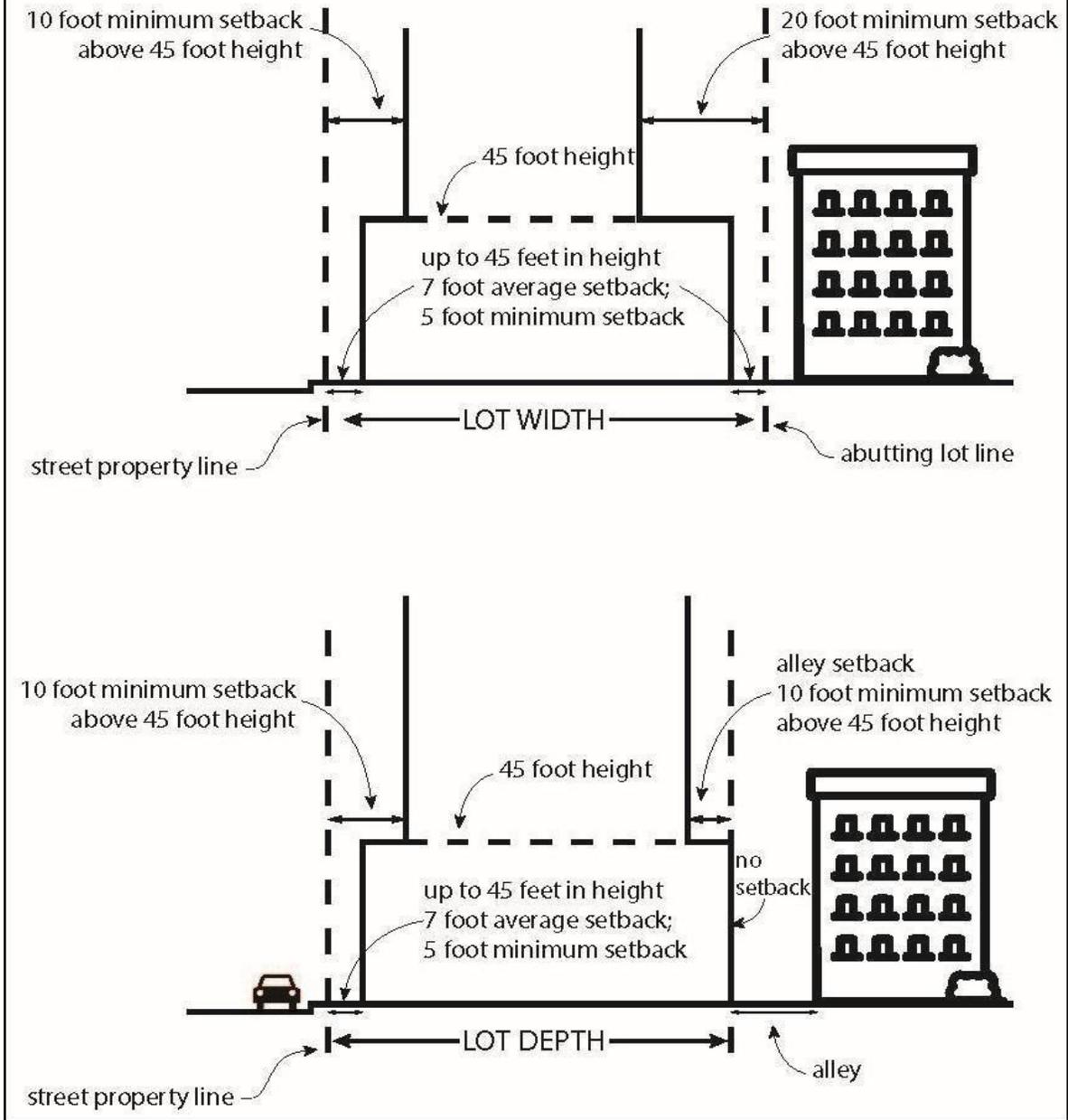


FIGURE 02 – UNDERLYING HR (M) SETBACKS (SMC 23.45.518 MULTIFAMILY SETBACKS AND SEPARATIONS)

The transition between the major institutional use and the adjacent uses is a primary consideration in the definition of setbacks. The combination of setbacks with other proposed requirements, including pedestrian oriented activities, streetscape amenity improvements and

landscape/street trees are intended to achieve compatibility. The residential setbacks were replaced in the 1999 MIMP by new institutional setbacks. This Major Amendment supersedes the setbacks established in the 1999 MIMP and abandons the “wedding cake” approach, as described below.

The proposed setbacks for the HMC campus established in this Major Amendment to the MIMP are shown in FIGURE 02 and locations shown in FIGURE 03. These setbacks are no less than those of the underlying zone of abutting lots or directly across a street or alley from campus.

The institutional setback standard for the HMC campus is a fixed dimension, the same at the base and at greater tower heights.

Building envelope façade modulation is not conducive for functional spaces with medical institutional use. In a hospital program, the exterior façade and window placement should take full advantage of access to natural light for patients, families and staff who spend extended long hours/days in the acute setting as established by the Facilities Guidelines for design and construction of healthcare facilities and implemented by the Department of Health.

Locations with no minimum setback are either internal to the HMC campus or reflect existing conditions where existing development would not be changed by this Major Amendment. The largest setbacks are located at the HMC campus edges to improve the separation and transition to adjacent multi-family developments. If HMC should acquire the Terry/Terrace Apartments, minimum five-foot setbacks would be maintained for any adjacent above-grade development.



FIGURE 03 – INSTITUTIONAL SETBACK STANDARDS

23.69.030.C.3.b Height limits

The existing HMC campus MIO district has two approved zoning heights within the MIO boundary:

- MIO 105: East of mid-block between 9th and Terry Avenue, along Terry Avenue frontage and the parking garage block defined by Boren Avenue between Terrace and Alder Streets.
- MIO 240: The balance of campus is MIO 240 along 9th Avenue, between Jefferson and Alder Streets, and including the site at the northwest corner of the intersection of 9th Avenue and Jefferson Street, site of the existing Walter Scott Brown campus Security building. The existing View Park I (VPI) and View Park II (VP II) parking garages are in the MIO 240 zone.

The underlying zoning has two designations: Highrise Multi-Family Residential (HR) in the western portion, and Midrise Multi-Family Residential (MR) in the eastern portion, currently with a Multifamily Housing Affordability (M) suffix.

When the 1999 MIMP was adopted, the underlying zoning maximum heights were 160 feet in the HR zone, with 240 feet possible as a director's special exception, and 60 feet in the MR zone.

Also, at that time, the surrounding zoning included Highrise Residential (HR) along James Street and to the north, Neighborhood Commercial (NC 3 85) to the east of Boren and Broadway, and Low-rise Multi-Family (L 3) to the south of Alder Street with 30 feet maximum height. Seattle downtown zones west of Interstate 5, including Downtown Office Commercial, then had heights of 450 and 240 feet (DOC 1 450 and DOC 2 240). The International District residential zone (IDR 150 feet height) was south of Yesler Way. (MIMP 23.45, 23.46 and 23.49).

In the years since the 1999 MIMP was adopted, City Council has significantly upzoned both the underlying zoning as well as the zoning in the area surrounding the MIO. The height limit for HR(M) is now 440', and MR(M) is now 80'. Jefferson Terrace residential tower, just to the north of the MIO District has a 440' height limit. The DOC 1 zone no longer has a height limit (functionally limited by FAA regulations relating to helicopter flight path to Harborview), while DOC 2 is limited to 550' (650' in certain circumstances). Yesler Terrace, across Alder Street from Harborview, underwent a master planning effort and is now zoned Master Planned Community-Yesler Terrace (MPC-YT). Height limits and allowable uses in the MPC-YT NW Sector Block 7 and 8 have the tallest allowable heights (300') adjacent to the HMC MIO District.

The majority of the MIO District adheres to the height designation limits reflected in the Official Land Use Map included in the City of Seattle Land Use Code (i.e., MIO-105 and MIO-240).

FIGURE 04. However, in the MIO-240 zone west of the private roadway known as 8th Avenue, building height is limited to 320 feet to accommodate the needed floor area of both the Planned Project patient tower and the Potential Project patient tower.

FIGURE 05. Council approves such exceedance of the MIO-240 height for these public projects that do not meet development standards under the authority granted by SMC 23.76.058.D *In accordance with SMC 23.76.058.D Rules for specific Council Land use decisions, the City Council may waive or modify applicable development standards, accessory use requirements, special use requirements and conditional uses criteria for public projects not meeting Development standards.*



FIGURE 04 – MIO HEIGHT DESIGNATION WITHIN EXISTING MIO DISTRICT BOUNDARY



FIGURE 05– MIO DISTRICT HEIGHT *FUTURE* INCREASE IN ZONE WEST OF THE PRIVATE ROADWAY KNOWN AS 8TH AVENUE & INCLUSIVE OF MIO EXPANSION

Approximate heights for both Planned and Potential Projects are analyzed in the EIS. An increased height alternative is also analyzed. Actual project structure heights may vary from approximation but shall not exceed 320' maximum height established in this Major Amendment to the MIMP.

23.69.030.C.3.c Lot coverage for MIO

The underlying HR and MR residential zones of the MIO do not have any lot coverage standard. The City does not require lot coverage limits because the building envelope is controlled by setbacks and width and depth limits. The adjacent Neighborhood Commercial zone to the northeast also specifies no lot coverage standard. The adjacent low-rise multifamily residential zone to the south has a maximum lot coverage standard of 45% and 50% for townhouses.

No maximum lot coverage applies. Rather, the density standard (FAR), the landscaped open space standard, and the setback standard control campus building placement, massing, and density of development. The existing HMC lot coverage varies by building site. There is no lot coverage standard for HMC.

23.69.030.C.3.d Landscaping

The intent of landscaping is to create a campus environment that provides a healing environment for patients, functions as a safe and attractive place for all, and is compatible with the neighborhood. Landscape requirements of the underlying zoning related to landscape will be amended with those contained in this Major Amendment.

Landscaping will be developed as part of individual Planned and Potential Projects and will contribute to the broader integration of the campus. In the 2014 MIMP Minor Addendum "2014 Addendum", a significant and specific concentration of landscaped open space was proposed east of Harborview Hall on the parcel bordered by Terry Avenue and Terrace Street. Campus edges and internal streets are also landscaped.

The 2014 Addendum is included in this Major Amendment as an Appendix.

The landscape standards established herein replace the landscape standards of the underlying Highrise and Midrise zoning. (SMC 23.45.524)

23.60.030.C.3.e Percentage of MIO District to remain open space

1999 City Council Condition #16

The minimum percentage of the MIO District to remain in open space is 20%. (This calculation is based on the amount of open space provided by; 1) the "Westside" landscaped open space on top of the existing west garage with both landscape and hardscape and a viewpoint; and 2) the required setback areas, which will be landscaped or hardscaped and pedestrian amenities.)

This Major Amendment lowers this threshold and establishes the required open space for the Harborview campus at 12%, which meets or exceeds open space at similar healthcare institutions in the First Hill neighborhood. The proposed open space is comprised of:

- The 2014 Addendum proposed Open Space located east of Harborview Hall bordered by Terry and Terrace Avenues.
- Terrace Avenue right-of-way is proposed as an Urban Curbless Street defined by Streets Illustrated. Other rights-of-way are not included in the open space total.
- Existing and proposed plazas, landscape setbacks, and pedestrian walkways.

Open space and landscaping will be developed as part of individual planned and potential projects and will contribute to the broader integration of the campus into the adjacent neighborhoods. Landscape requirements of the underlying zoning and permit requirements for setbacks, frontage and right-of-way improvements will be maintained. This may include offsite improvements to meet the open space and landscape goals noted above.

Open space on the HMC campus will no longer include the west side landscaped open space on the top of the existing garage that consisted of both landscape and hardscape. This open space is replaced by the 2014 Addendum open space in the form of a community plaza located east of Harborview Hall bordered by Terry Avenue and Terrace Street.

Open space on the HMC campus is in the form of plazas, landscaped areas, pedestrian walkways and building setbacks. These areas may be modified over time to better serve and complement campus buildings. Street trees within the public right-of-way along Harborview project frontages will be provided as a part of future Planned and Potential projects. Generally, rights-of-way are not included in the open space total with the exception of Terrace Avenue, which is proposed as an Urban Curbless Street.

The landscape open space percentage for the HMC campus is consistent with the percentage of other medical Major Institutions in the First Hill neighborhood.

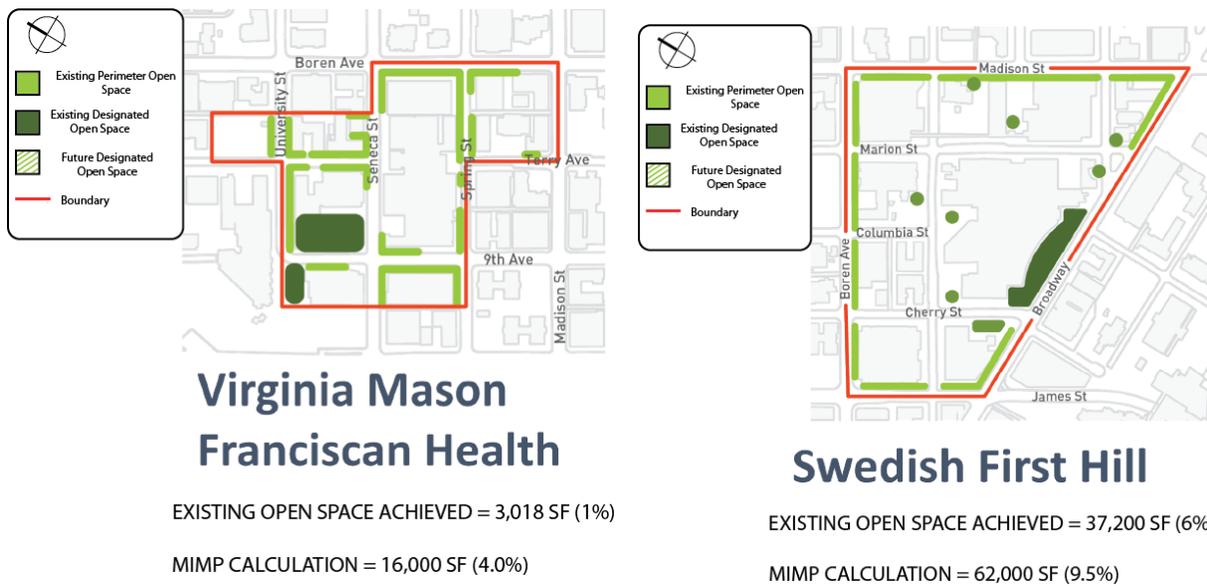


FIGURE 06 – OTHER FIRST HILL HEALTHCARE INSTITUTIONAL MIO OPEN SPACE

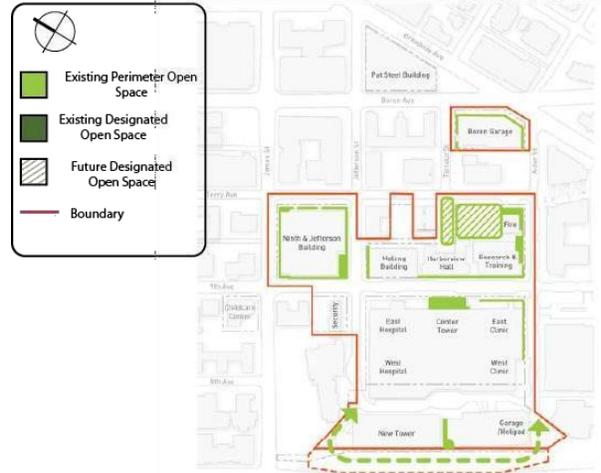


Harborview

EXISTING OPEN SPACE ACHIEVED = 76,500 SF (13%)

MIMP CALCULATION = 118,896 SF (20%)

*Council Condition #16



Harborview

EXISTING OPEN SPACE ACHIEVED = 76,500 SF (13%)

PROPOSED MIMP CALCULATION = 73,500 SF (12%)

FIGURE 07 – HARBORVIEW CAMPUS OPEN SPACE – EXISTING AND PROPOSED

23.69.030.C.4 Additional standards

Historic Preservation:

Two buildings on the HMC campus, the “Old Firehouse No. 3” (301 Terry Avenue) and East Hospital Center Wing Tower (Ninth Avenue), are designated City of Seattle Landmarks.

Seismic mitigation is proposed and required for both Harborview Hall and East Hospital Center Wing Tower. Buttress expansion structures may be designed to have similar vertical emphasis and cladding, as a measure to seismically upgrade either building and to retain the exterior appearances (*Per 1999 SEPA Condition #33, quoted below.*)

East Hospital Mitigation

1999 SEPA 33. If this building is retained, the buttress expansion structure shall be designed to have similar vertical emphasis and cladding, as the existing building and efforts shall be made to retain the exterior appearance (including the entry and ornament).

RESOLVED: East Hospital / Center Wing was nominated and designated as a City landmark in 2011 (Ord. 123557). At the September 16, 2009, meeting of the City’s Landmarks Preservation Board, the Board voted to deny the landmark designation of Harborview Hall. On March 19, 2012, the Washington Trust for Historical Preservation submitted a plea to King County Council to encourage the support and rehabilitation of Harborview Hall for on-going medical-related uses.

In 2014, the City of Seattle approved an addendum to the 1999 MIMP, that defined an expansion and rehabilitation of Harborview Hall and addition of a community plaza. The potential buttress expansion to East Hospital / Center Wing identified in the 1999 MIMP is not included in the current proposed projects.

The SEPA mitigation remains applicable to the Potential Project if and when the East Hospital buttress expansion structure is constructed. The condition does not seem to be resolved.

The East Clinic and Walter Scott Brown building (Security building) are identified for demolition as Potential Projects. The determination of whether either meets the criteria of SMC 25.12.350 for designation as a historic landmark will be evaluated at the time of project permitting.

View Corridors:

The City of Seattle's SEPA policies (*SEPA Policy 25.05.675 attachment 1*) identify the intersection of Jefferson and the private roadway known as 8th Avenue as a public viewpoint.

Construction of the Planned Project patient tower west of the private roadway known as 8th Avenue may obscure partial view of the western façade of the East Hospital Center Wing Tower, a designated City of Seattle Landmark, from points west. In addition, the Planned Project may partially obscure views to the west from 8th and Jefferson.

Pedestrian Circulation:

Improvement of the pedestrian environment within the Harborview MIO District is intended as a part of this Major Amendment. The following performance standards apply to guide both Planned and Potential projects:

- Clarify wayfinding throughout the Harborview campus
- Integrate outside and inside pedestrian routes
- Provide a coordinated system of streetscape amenities integrated with existing and new landscape areas
- Assure safety and security by maintaining high visibility, adequate lighting and activities that contribute to enlivened areas within the campus

Specific improvements along street frontage, building setbacks and rights-of-way will be included in the design development of each individual planned and potential project and reflected in documents at time of permit submittals. Examples of types of street frontage improvements, building setbacks and right-of-way improvements are reflected in Figure 36 showing Terry Avenue Street frontage improvements.

Exceptions and/or variations from other local regulatory standards that are inconsistent with the development program set forth in this Major Amendment, or that contradict the hospital's operational needs as approved by the Bond, are superseded. For example, the municipal sign code in SMC 23.55 will work in conjunction with the MIO District sign code in SMC 23.69.021. Landscaping, rooftop features, etc. may be required to implement the master plan. Such exceptions and/or variations shall be considered as part of the administrative review and approval process of specific projects and evaluated against the master plan objectives.

IV.23.69.030.E Development Program

23.69.030.E.1 Alternate Proposals

An Environmental Impact Statement will be prepared to analyze the potential impacts associated with development contained within this Major Amendment. Two Action Alternatives, as well as the No Action Alternative will be analyzed as part of the EIS.

23.69.030.E.2 Density defined by gross floor area

The current HMC MIO boundary includes 575,119 square feet (SF) as defined by the parcel title reports and True North 2023 survey confirmation. This total differs by (-18,961 SF) from the 1999 MIMP of 594,080 SF. The current MIO is bound by James Street to the north, Broadway Avenue to the east, Alder Street to the south, and WSDOT owned property to the west.

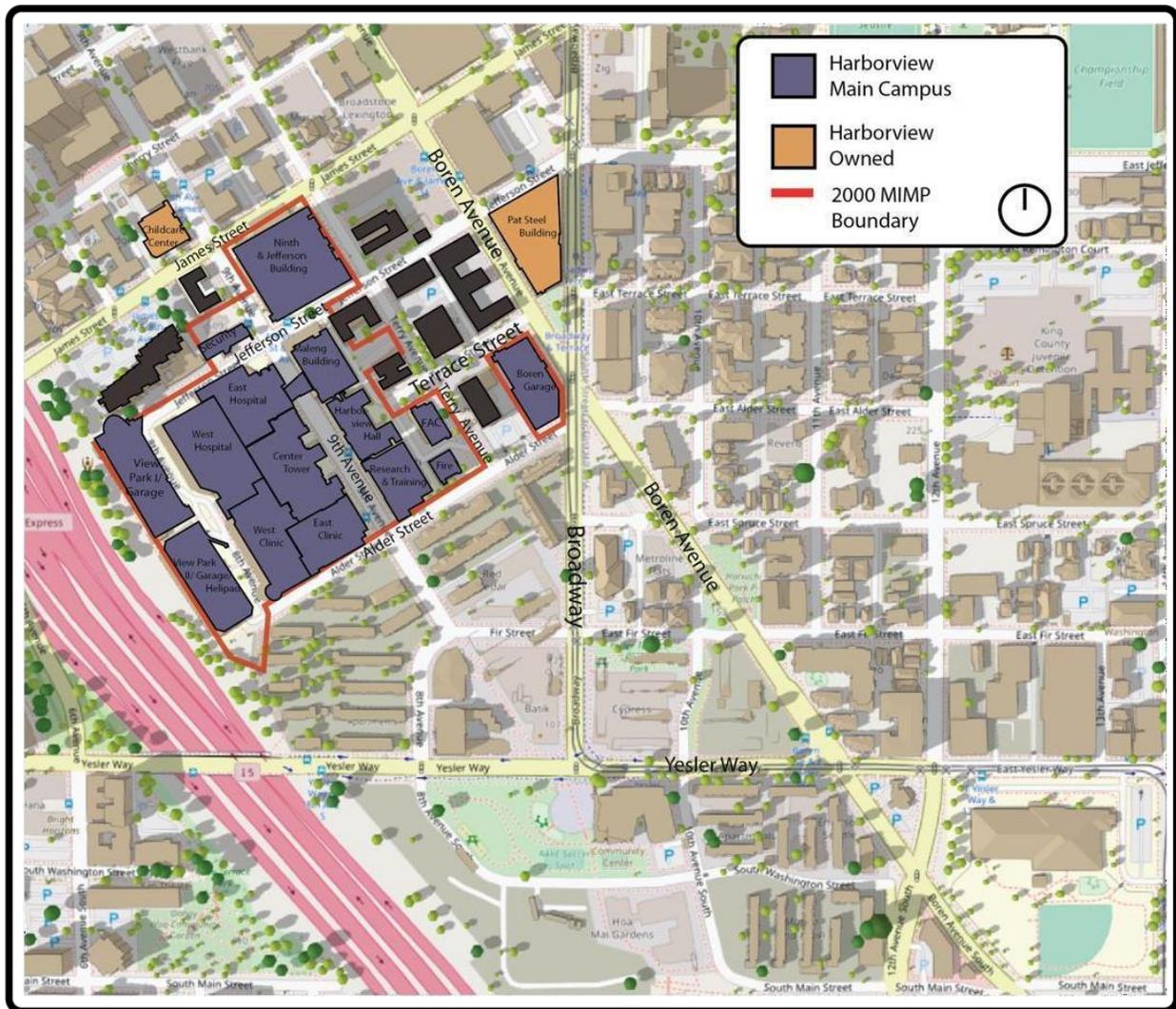


FIGURE 08 – EXISTING MIO DISTRICT WITHIN CITY NEIGHBORHOOD FABRIC

City Council Condition # 13

Development shall be limited to the MIO zoning, height, setbacks and other development standards established in the Master Plan.

Harborview will comply with development standards established in this 2024 major amendment.



FIGURE 09 – EXISTING MIO DISTRICT BOUNDARY

This Major Amendment increases the MIO boundary to include the property lying between the west edge of the current MIO District boundary and I-5 that is owned by WSDOT. WSDOT and King County are currently in talks regarding conveyance of this property to King County. The affected property includes 57,307 SF. The acquisition will increase the land area within the MIO district boundary to a gross 632,426 SF.



FIGURE 10 –MIO DISTRICT BOUNDARY WITH ADJOINING WSDOT ACQUISITION

Density defined by overall Floor area ratio (FAR)

The existing allowable FAR established in the 1999 MIMP is 3.6. Using the existing campus MIO boundary of 575,119 SF the maximum allowable development was 2,070,428 SF of which 1,836,642 SF is built.

		Campus SF confirmed by TrueNorth Survey 4/12/2023
Existing 1999 ALLOWABLE FAR max at 3.6	2,070,428	575,119 SF existing MIO District
CAMPUS TOTALS	Sq.Ft.	COMMENTS
HMC	1,065,392	
Boren	133,683	parking excluded
Facilities	5,616	
Firehouse	8,542	
HHALL	90,799	
Maleng	285,216	
Security Bldg.	8,093	
NJB	764,347	parking excluded
R & T	181,930	
VP I	106,890	parking excluded
VP II	147,078	parking excluded
Total SF in MIO	2,797,586	
Deduct for proposed demo	240,317	VPI, East Clinic, Security bldg, & Facility bldg
Revised SF in existing MIO	2,557,269	
	720,627	deduct for parking exclusion & ME @ 3.5%
Adjusted SF in existing MIO	1,836,642	

This MIMP Major Amendment increases the maximum FAR to 6.0, for a total chargeable floor area in the MIO of 3,682,554 square feet, as set forth in Table 04 below.

2024 MIO MIMP Amendment with FAR 6.0 with WSDOT acquisition to expand MIO District Boundary	3,682,554	613,759 SF expanded MIO District
Remaining to build w/WSDOT & increased FAR to 6.0	1,845,912	
Planned New tower assume 240' max ht (15 stories)	480,000	WITHIN EXPANDED MIO & FAR of 6.0 @ assume 32,000 sf/flr
Potential projects identified in 1999/2000 MIMP	222,250	Project SF carried forward from 2000 MIMP
Expanded buildout of WSBrown to 10 stories	40,000	additional SF over WSB of 62,000 indicated in 1999/2000 MIMP
Potential New outpatient facility in footprint of East clinic (14 stories)	280,000	based upon 20,000 gsf footprint & 14 stories (below 240' height)
Potential VPII Second New Tower	480,000	match VPI tower footprint
Total Planned & Potential 2022 MIMP developments	1,502,250	WITHIN EXPANDED MIO & FAR of 6.0: All planned & potential projects

TABLE 03 – HARBORVIEW FAR CALCULATION – EXISTING MIO SF PLUS ACQUIRED WSDOT SF, SPENT FAR & REMAINING FAR TO USE.

The Master Plans for neighboring medical major institutions on First Hill provide for FAR much greater than 3.6. This Major Amendment proposes to increase the FAR from 3.6 to 6.0.

City Council Condition #1

The maximum campus development density standard for the Harborview MIO should be increased from the FAR 3.4 proposed by Harborview, to 3.6 in order to allow greater flexibility for future in-fill development and greater utilization of the allowable height in the MIO. The total campus site area is 594,480 sq. ft., so the FAR of 3.6 would result in a total building area of 2,140,128 sq. ft.

See Section II Development Standards, 23.69.030.C.3 for MIO boundary expansion

With an increased MIO lot area of 632,426 SF and FAR of 6.0, the proposed maximum development will be 3,794,556 SF.

FLOOR AREA RATIO COMPARISON		
Major Healthcare Institution	Existing FAR	Proposed FAR
Harborview Medical Center	3.5	6.0
Virginia Mason Medical Center	8.1	
Swedish First Hill	5.5	
Swedish Cherry Hill * (note: this institutional campus sits in a residential neighborhood NR(3))	4.7	

TABLE 04 – OTHER FIRST HILL HEALTHCARE MIO FAR

23.69.030.E.3 Maximum number parking spaces allowed for MIO District

Additional parking stalls will be necessary as the campus is further developed. Parking is managed on a campus-wide basis and will be assessed with new development. Parking will continue to be concentrated in structured parking. A maximum parking supply of 3,301 stalls is identified for the campus.

23.69.030.E.4 Existing MIO Campus

23.69.030.E.4.a Existing and planned

developments

Existing parcels are zero lot line developments, with right-of way (ROW) improvements addressed in the development of Ninth and Jefferson project and Maleng projects.

The immediate Planned Project is a patient tower up to 320' to be located in the footprint of existing View Park I. It will include two or three rooftop helistops to accommodate Life Flight commercial transport helicopters. The existing helistop atop View Garage #II rooftop will be reserved for military transport helicopters unless and until the parcel is demolished for future potential project.

The total footprint of the Planned tower will range between 36,000 and 50,000 square feet. Patient floors will set back from the podium levels above the Emergency Department level, allowing existing West Hospital patient rooms access to natural light. Each floor of the Planned tower will range between 32,000 and 36,000 square feet. In total the Planned tower will be between 360,000 and 480,000 square feet, not including the sub-grade parking levels.

The proposed height of the Planned tower will be a maximum of 320 ft. This height is lower than the 440' height limit of the underlying HR zone limits, but taller than adjacent MIO-240' limit. The final height will be determined by the floor-to-floor height determined during the design process. The rooftop of the Planned tower will include a landing platform, safety enclosure, and lighting for helistop to accommodate two commercial transport helicopters. The rooftop will also have an elevator stop for transporting patients and staff back to the Emergency Department.

The Planned tower will consist of at least two podium floor plates over sub-grade structured parking levels and will rise 7-8 tower floors to house acute patient private rooms. Because modern hospital bed towers require floor to floor heights of 15' to 18' the overall height of the Planned Project tower will exceed 240' feet and requires a development envelope of 320 ft as depicted in FIGURE 14, as discussed above in the Development Standards section 23.69.030.C.3c.

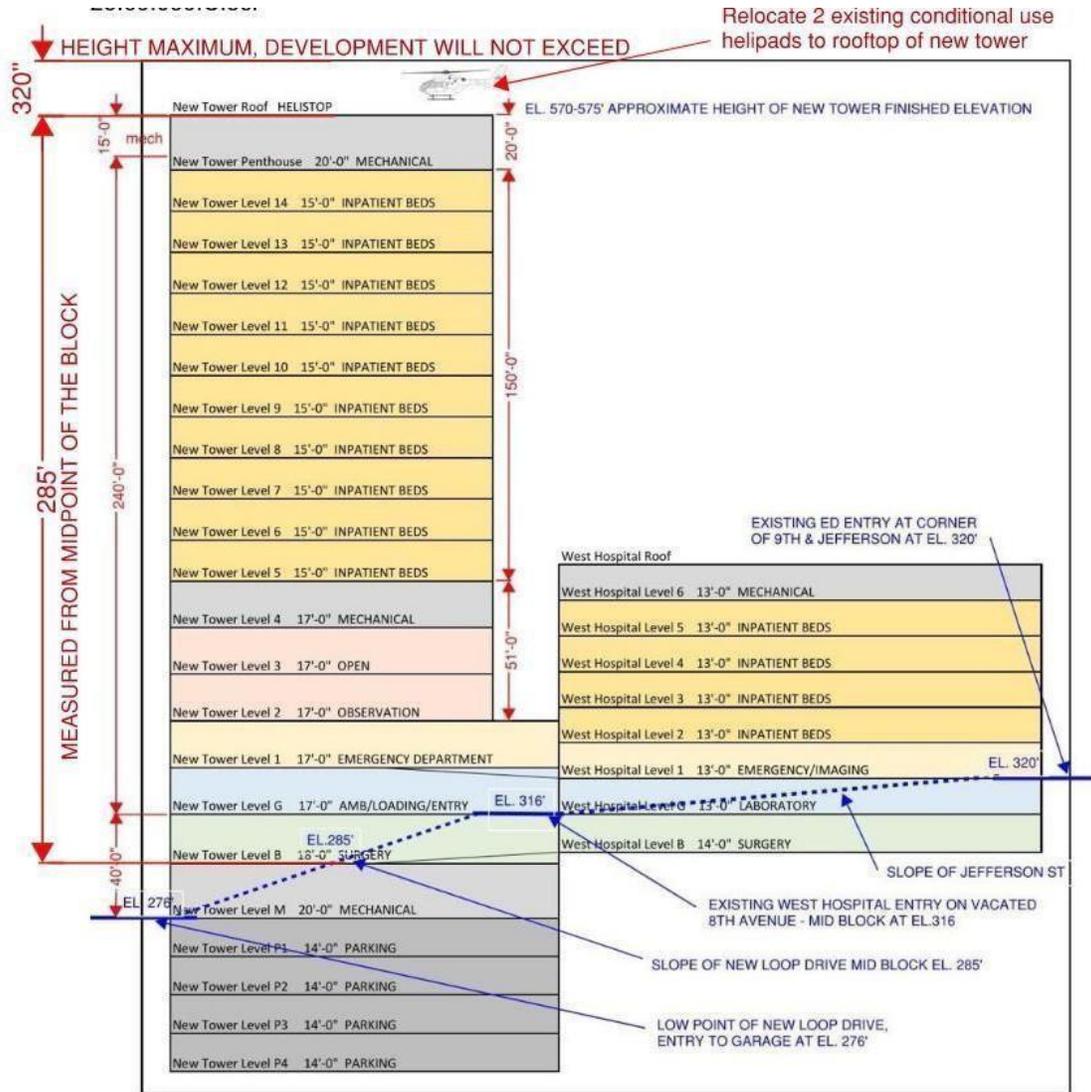


FIGURE 14 – CROSS SECTION OF HEIGHT MEASUREMENT FOR PLANNED NEW PATIENT TOWER

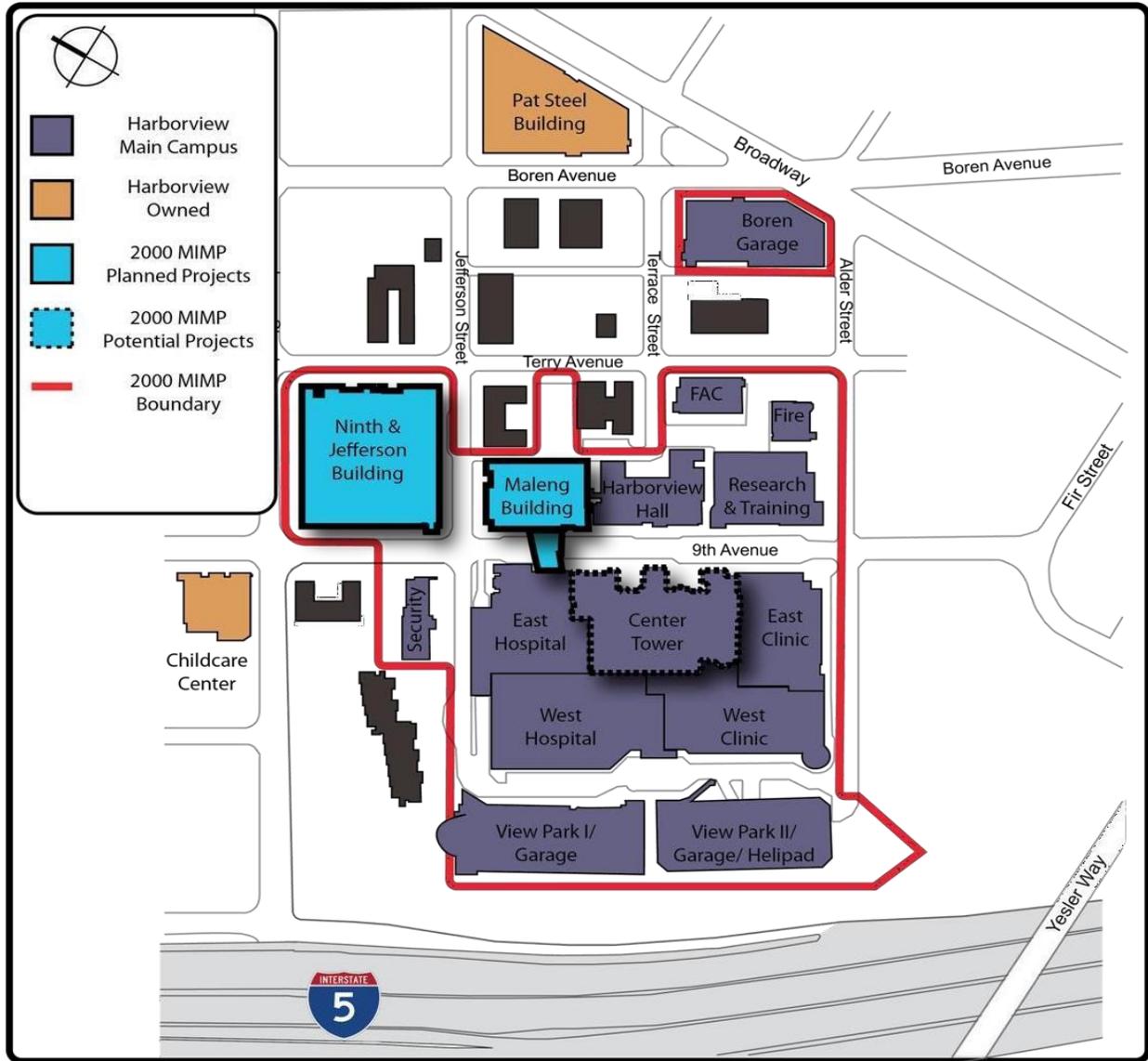


FIGURE 15 – EXISTING DEVELOPMENT COMPLETED SINCE 1999 MIMP APPROVAL

City Council Condition #7

Construction of the Inpatient Expansion Building (Structure "F" in Figure 8, page 29, MIMP, Exhibit 3A) (page 30 in this document), buttressing East Hospital and bridging over 9th Avenue, if approved through the Landmarks and street vacation processes, shall be subject to the conditions required through those processes.

RESOLVED: Construction of the Maleng Tower and skybridge over 9th Avenue (Structure "F" in Figure 8, page 29 of the 1999/2000 compiled Master Plan, Exhibit 3A) was approved by Landmarks Preservation Board, Council and SDCI (former DCLU). The Maleng Inpatient expansion building and skybridge over 9th Avenue of 285,216 sq ft was completed in 2012.

City Council Condition #8

The Clinical Services Building (Structure “A1” in Figure 8, page 30, compiled Master Plan) shall be subject to the following conditions regarding the street profile along that portion of James Street: that the width of the existing travel lanes on James Street be maintained between any tree pits and utility poles which might still exist, and the building facades for the sidewalk developments; and that the area from the curb be designed to accommodate tree-pits and utility poles.

RESOLVED: The Clinical Service Building (Structure “A1” in Figure 8, page 30, 1999 / 2000 compiled Master Plan) was constructed in 2008. The structure occupies the full block between James and Jefferson Streets and 9th and Terry Avenues. The building is 764,347 sq ft, of which 453,259 sq ft is occupied, and 311,088 sq ft is below grade parking garage.

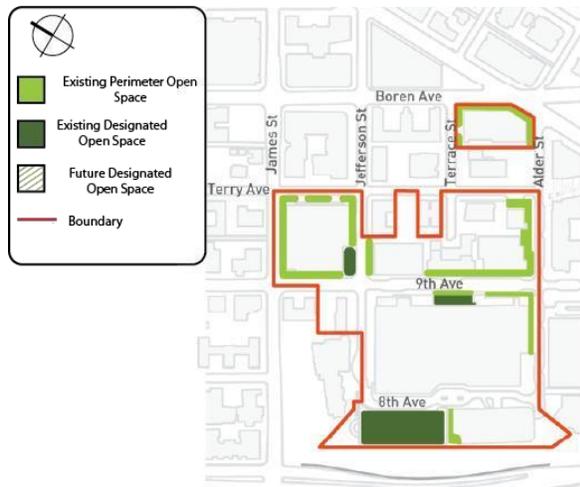
23.69.030.E.4.b Existing open space landscaping and future designated open space

The intent of landscaping and open space is to unify and create a campus environment that provides a healing environment for patients and staff, that is a safe and attractive place for all, and that is compatible with the neighborhood. Landscape and open space shall be developed as a part of each individual building project and contribute to the broader relationship with the campus. Underlying zoning standards for screening of parking and street trees will be maintained.

The approved 1999 MIMP identified the landscape open space standards for Harborview Campus to include three elements:

- Westend landscape open space
- Eastside Campus Heart
- Campus edges and internal streets

The approved 1999 MIMP includes council condition #16 which calls for a target of 20% open space on campus to be comprised of the noted landscape open space standards. The approved 2014 Addendum did away with the Eastside Campus Heart by preserving Harborview Hall (the site of the proposed Eastside Campus Heart) and introduced an active open space plaza, provided a buffer to campus density, and proposed campus edge improvements and green street opportunities along Terry Avenue and Terrace Street.

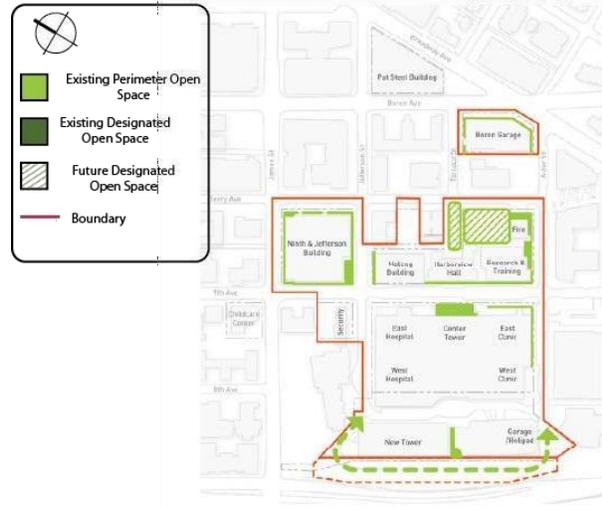


Harborview

EXISTING OPEN SPACE ACHIEVED = 76,500 SF (13%)

MIMP CALCULATION = 118,896 SF (20%)

*Council Condition #16



Harborview

EXISTING OPEN SPACE ACHIEVED = 76,500 SF (13%)

PROPOSED MIMP CALCULATION = 73,500 SF (12%)

FIGURE 16 – EXISTING OPEN SPACE WITHIN THE MIO DISTRICT

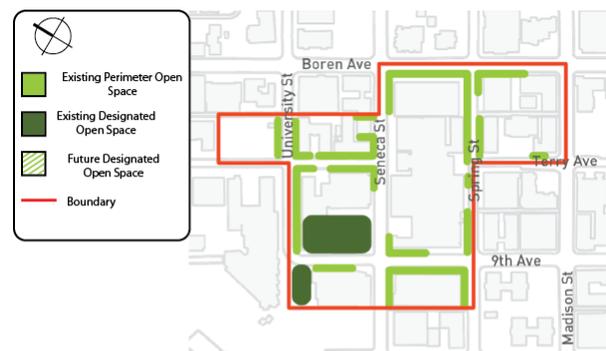
FIGURE 17 - PROPOSED OPEN SPACE WITHIN THE EXPANDED HMC MIO DISTRICT



Swedish First Hill

EXISTING OPEN SPACE ACHIEVED = 37,200 SF (6%)

MIMP CALCULATION = 62,000 SF (9.5%)



Virginia Mason Franciscan Health

EXISTING OPEN SPACE ACHIEVED = 3,018 SF (1%)

MIMP CALCULATION = 16,000 SF (4.0%)

FIGURE 18 – COMPARISON TO OTHER HEALTHCARE MIO DISTRICTS ON FIRST HILL

Harborview is a densely developed major institution within a heavily urbanized context. The open space on the Harborview campus is appropriate for its context and takes the form of plazas, landscaped areas, pedestrian walkways and building setbacks. These areas may be modified over time to complement campus buildings and better serve the public, Harborview patients, visitors, and staff. Street trees within the public right-of-way along Harborview project frontages will be provided as a part of future potential projects.

City Council Condition #16

The minimum percentage of the MIO District to remain in open space is 20%. (This calculation is based on the amount of open space provided by; 1) the "Westside" landscaped open space on top of the existing west garage with both landscape and hardscape and a viewpoint; and 2) the required setback areas, which will be landscaped or hardscaped and pedestrian amenities.)

The revised open space percentage included in this Major Amendment to the 1999 MIMP for the Harborview campus is 12%. This percentage is a reduction of 8% from 20% imposed by the 1999 Council Condition. The 12% meets or exceeds open space at similar healthcare institutions in the First Hill neighborhood. The proposed open space is comprised of:

- The 2014 MIMP Addendum Open Space is located east of Harborview Hall bordered by Terry and Terrace Avenues.
- Plazas, landscape setbacks, pedestrian walkways, and landscape street rights-of-way.
- Open space and landscaping will be developed as part of individual planned and potential projects and will contribute to the broader integration of the campus into the adjacent neighborhoods. Landscape requirements of the underlying zoning and permit requirements for setbacks, frontage and right-of-way improvements will be maintained. This may include offsite improvements to meet the open space and landscape goals noted above.

The 1999 Council condition # 16 is inconsistent with the current understanding of the importance of dense development in urban environments. The 20% open space goal is not achievable given ownership constraints, and it far exceeds the goals of other institutions, Virginia Mason Medical Center and Swedish First Hill Medical Center, in the First Hill neighborhood. Other Major Institution goals range from 4% to 12.75%. The Existing landscape open space on the Harborview Medical Center campus within the MIO District is approximately 13%, comprised of the standards noted.

With the addition of the acquired parcel from WSDOT, the demolition of View Park I garage to make way for a new loop road, site improvements, and a planned new acute care patient tower, the existing landscape open space on campus will be reduced to approximately 40,500 square feet (6%). The implementation of the campus landscape open space plans identified in the 2014 Addendum, along with campus edge improvements and green street opportunities along Terry Avenue and Terrace Street, totaling 33,000 square feet, will return the total landscape open space on campus to 73,500 square feet (or 12% of the total campus lot area).

When the new loop drive lane and site improvements are implemented as part of the Planned Project, a pedestrian connection along that loop drive lane will connect the south side of campus to James Street.

When the existing East Clinic is demolished, the site may be available as temporary interim landscape open space until the Potential Project is implemented.

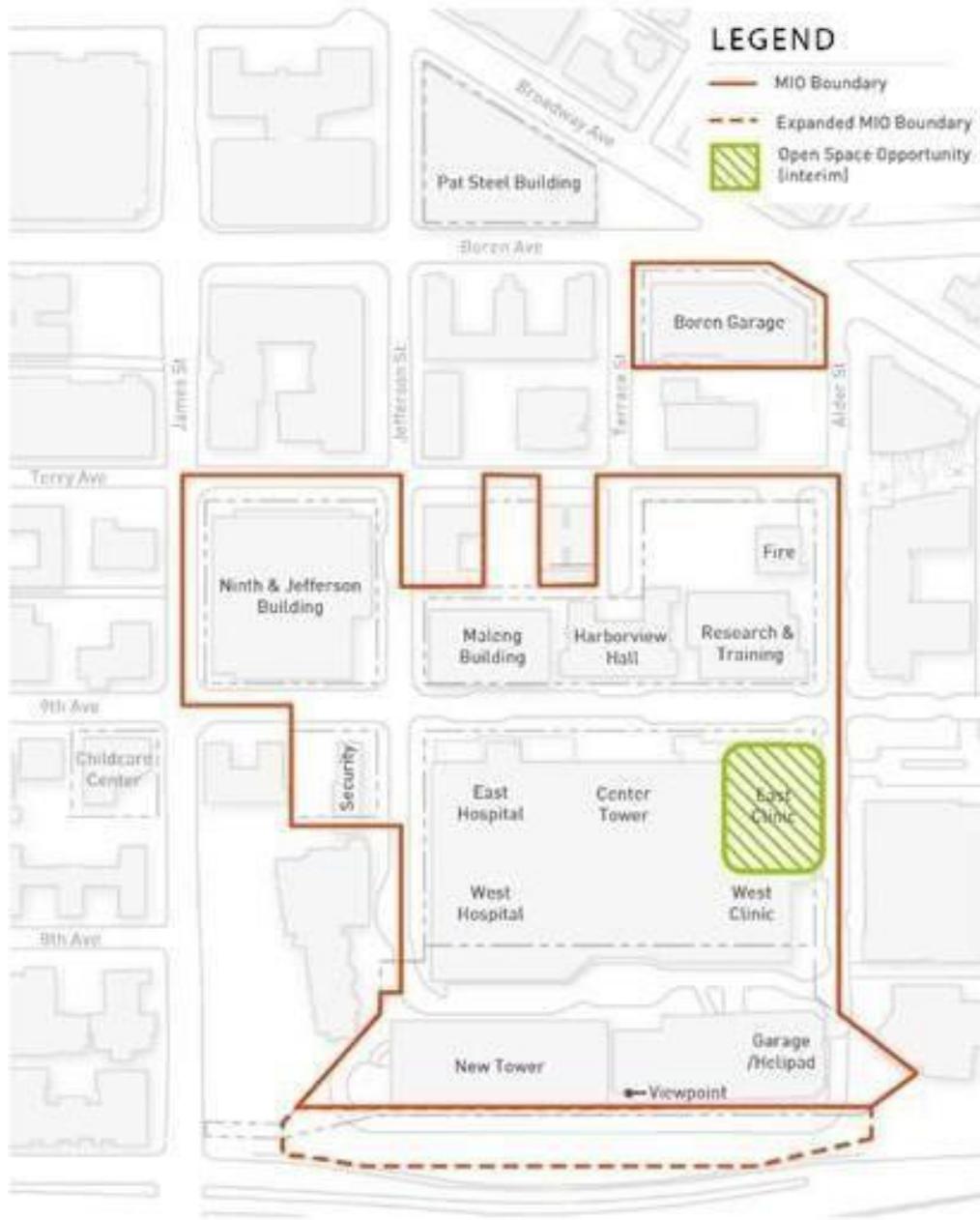


FIGURE 19 – TEMPORARY INTERIM OPEN SPACE



FIGURE 20 – POTENTIAL INTERIM OPEN SPACE (FOLLOWING DEMOLITION OF EAST CLINIC)

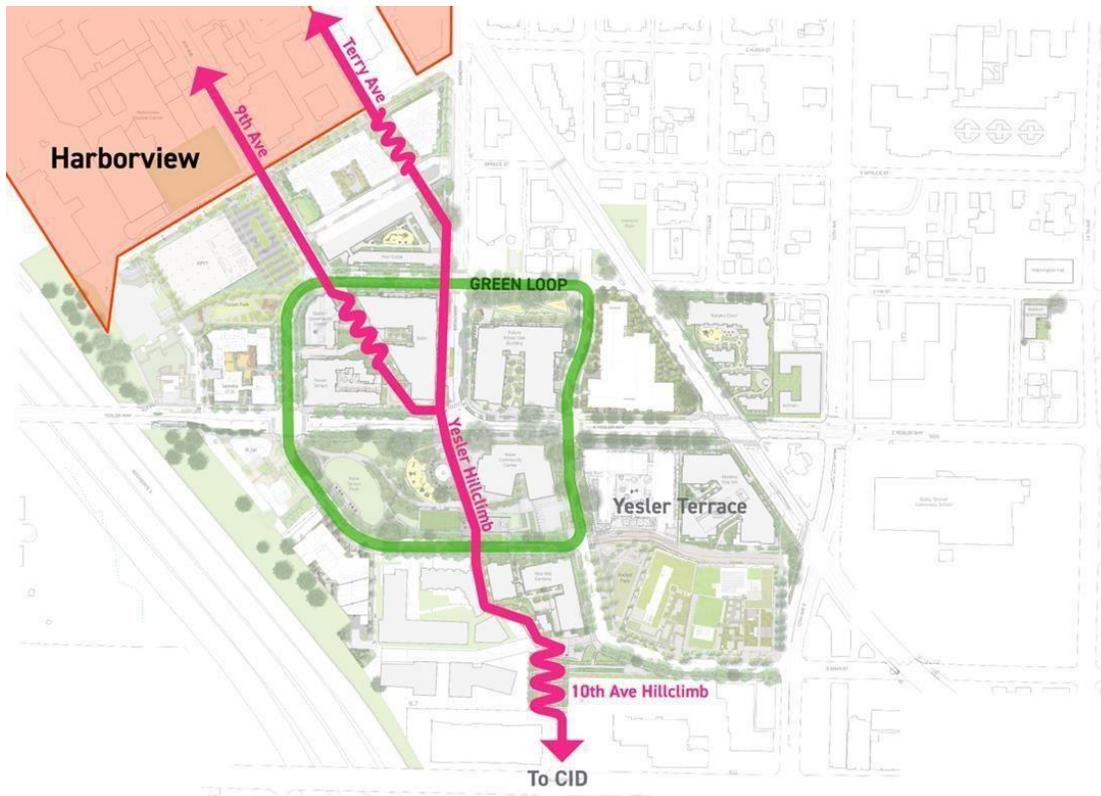


FIGURE 21 – PEDESTRIAN CONNECTIONS TO ADJACENT NEIGHBORHOODS

23.69.030.E.4.c Existing public and private street layout

Harborview is in the First Hill/Capitol Hill Urban Center. The campus is generally bound by James Street, Terry Avenue, Alder Street, and I-5, while the Boren Garage northwest of the Boren Avenue/Broadway Avenue intersection is separated from the rest of campus by a half-block outside of the MIO. These streets are public rights-of-way with roadway classifications ranging from urban village neighborhood access, which are smaller non-arterial streets usually located within neighborhoods, up to more major principal arterials, which are typically located in more high-density Downtown urban environments.

Although parking is provided in limited concentrated locations on and around the campus, the campus is well connected with sidewalks provided along both sides of the roadways within the campus boundaries and surrounding the campus. Also, the intersections within campus boundaries are stop controlled and include crosswalks at midblock, and skybridge pedestrian crossings are provided across 9th Avenue between Jefferson Street and Alder Street.

Signalized intersections with pedestrian crossings are provided at the intersections bordering the campus along both Boren Avenue and James Street. Bicycle facilities in the vicinity include painted bike lanes or sharrows provided along 9th Avenue within the campus boundaries as well as protected bicycle lanes, outside the MIO District boundary, along Broadway Avenue and Yesler Way east and south of the campus, respectively.



FIGURE 22 – PRIMARY STREETS SURROUNDING THE HARBORVIEW MIO DISTRICT

The campus is well connected with sidewalks provided along both sides of the roadways within the campus boundaries and surrounding the campus. Also, the intersections within campus boundaries are stop controlled and include crosswalks at midblock. Skybridge pedestrian crossings are provided across 9th Avenue between Jefferson Street and Alder Street.

Signalized intersections with pedestrian crossings are provided at the intersections bordering the campus along both Boren Avenue and James Street. Bicycle facilities in the vicinity include painted bike lanes or sharrows provided along 9th Avenue within the campus boundaries as well as protected bicycle lanes along Broadway Avenue and Yesler Way east and south of the campus, respectively.

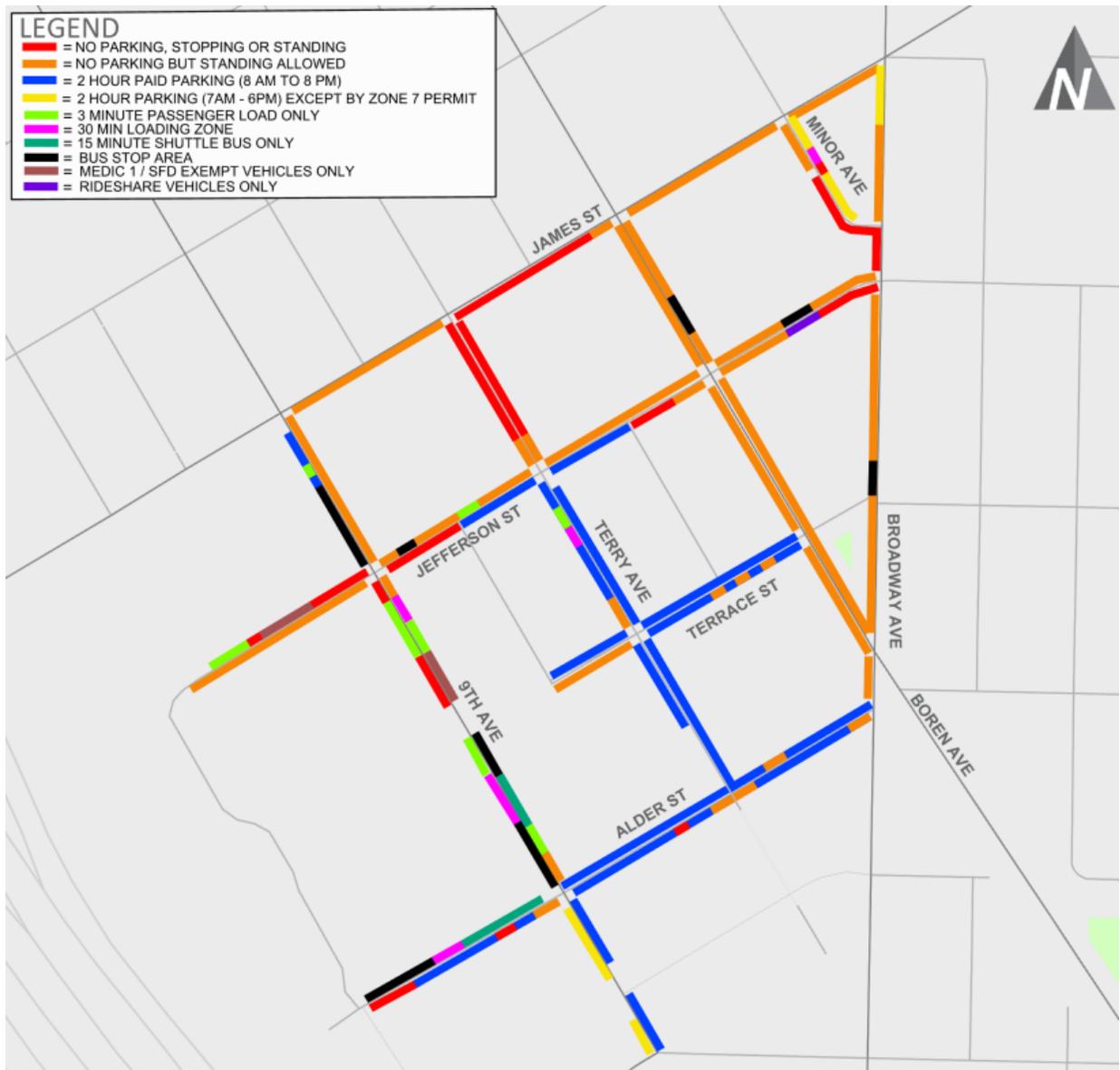


FIGURE 23 – EXISTING CURB DESIGNATION

Additionally, the campus is well served by transit with stops within and adjacent to the campus boundaries along James Street, Jefferson Street, Boren Avenue, and Broadway Avenue.

Service at these stops is provided by numerous King County Metro bus routes and SDOT’s First Hill Streetcar. Also, Sound Transit’s Link Light Rail Pioneer Square Station, about a half mile west of campus, provides regional access which is also accessible via a connection with SDOT’s Streetcar.

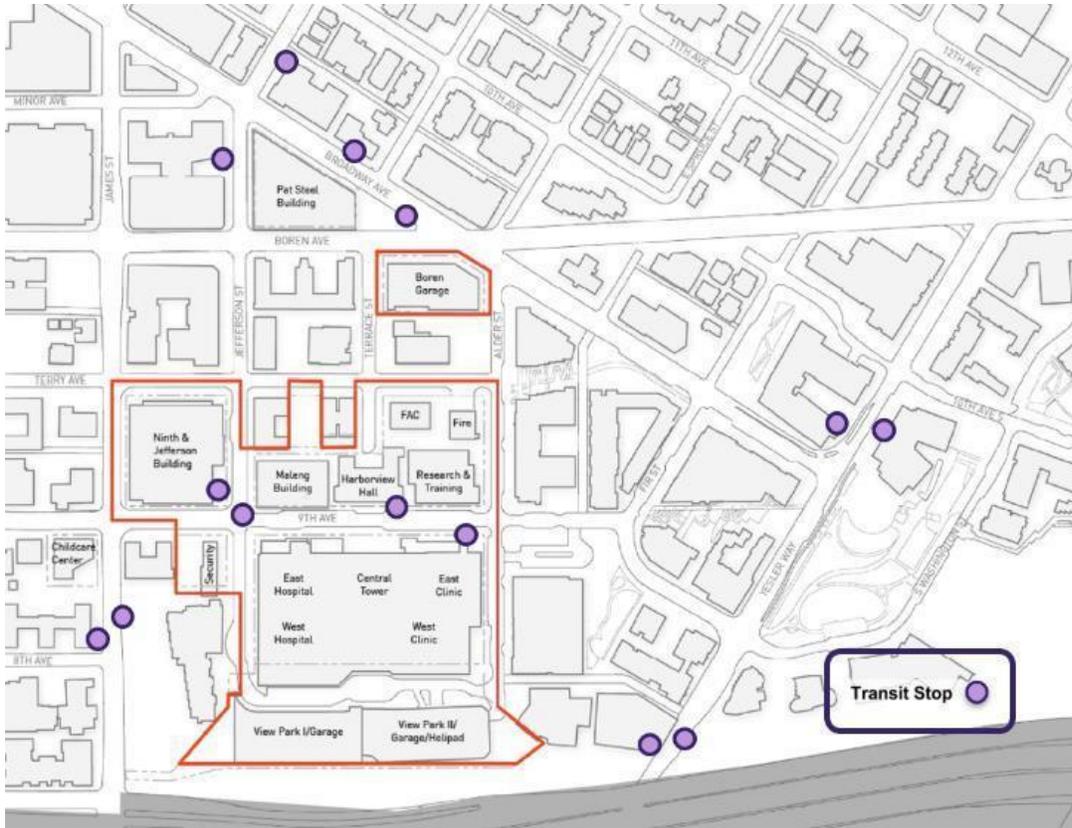


FIGURE 24 – AREA TRANSIT STOPS

23.69.030.E.4.d Existing and planned parking areas and structures

Parking for the main campus is provided primarily via three existing parking garages accessed via Terrace Street, Terry Avenue, the private roadway known as 8th Avenue, and Alder Street as well as some smaller surface parking lots, totaling 1,846 stalls. The Patricia Steel Building east of the main campus accessed via Broadway Avenue provides an additional parking supply of 291 stalls, for a total parking supply of 2,137 stalls. Note that the curb use designations along the roadways within the boundaries and surrounding the campus include some time limited on-street paid parking but also includes a significant amount of curb space designated loading, transit, and no parking.

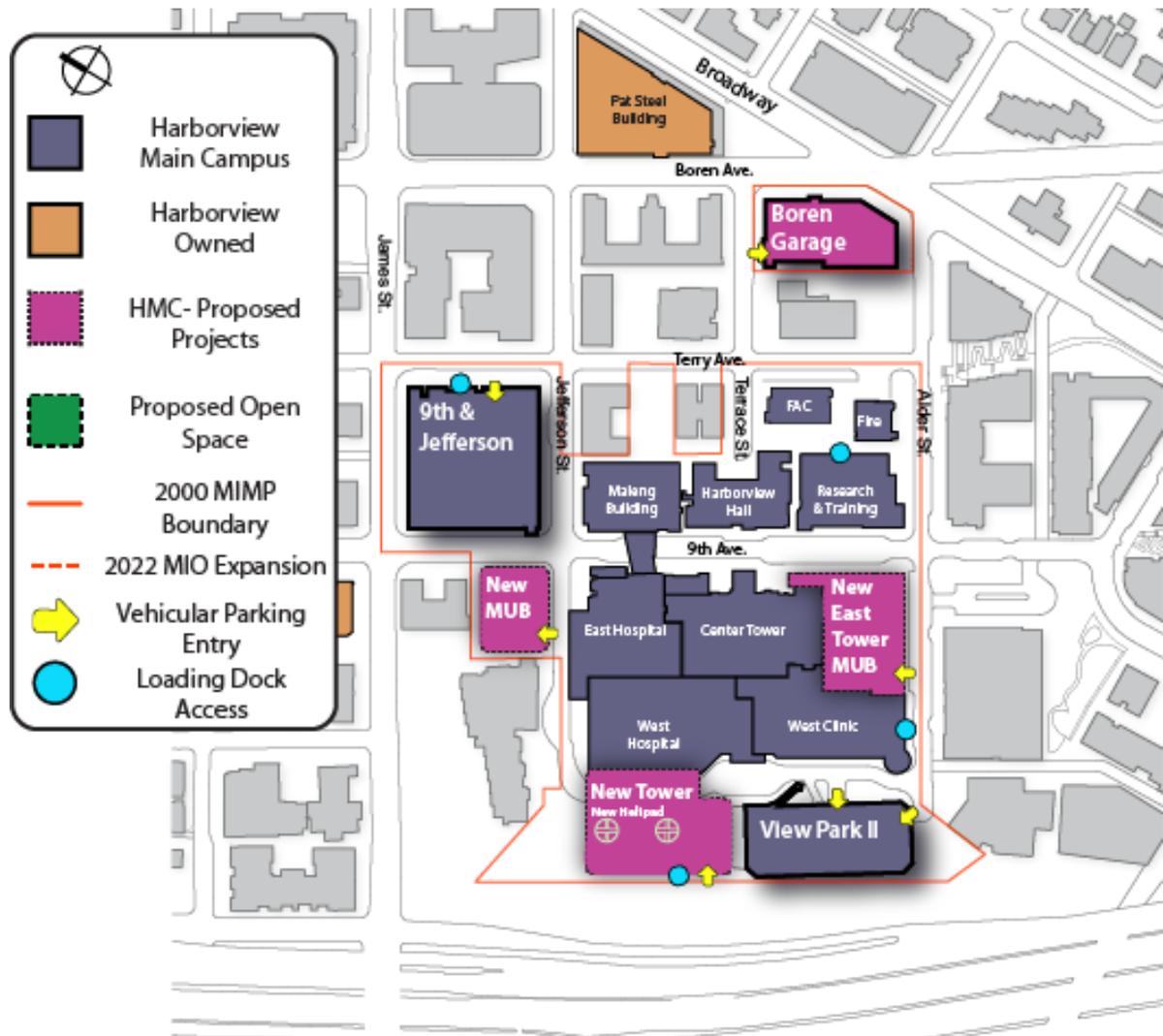


FIGURE 25 – EXISTING PARKING & LOADING DOCK FACILITY ENTRANCES WITHIN THE MIO DISTRICT

City Council Condition #11

The garage entry scheme included in the final Harborview Master Plan shall be approved subject to the following conditions: 1) that any access to the garage system from Terrace Avenue shall be limited to permit holder entry only and intended exclusively for staff parking, and 2) that traffic calming features be installed on both Terry Avenue and Terrace Street including curb- bulb extensions at the intersection of Terry Avenue and Terrace Street and possible speed bumps on Terrace Street. Consideration should be given to prohibiting or limiting a garage entrance on James Street to be consistent with the street's classification as a principal arterial. Consideration should also be given to providing only limited garage access on Terry Avenue south of Jefferson Street due to Terry Avenue's narrow travel lanes and its designation as a Key Pedestrian Street.

RESOLVED: Through the design and construction of The Clinical Services Building (Structure “A1” in Figure 8, page 30, compiled Master Plan) commonly referred to as Ninth and Jefferson Building (hereinafter “Ninth and Jefferson Building”). The primary garage entry to this building is off Terry Avenue.

23.69.030.E.5 Property ownership site plan

The existing property of HMC campus, owned by King County, is detailed in TABLE 03 and depicted in FIGURE 14 based on the King County Assessor's records and True North surveys conducted in 2023. King County owns 13.2 acres (575,119 sf) of land and has first right of refusal purchase on one parcel (0.16 acres; 7,200 SF) at the corner of Terry Avenue and James Street. Public rights of way that may be proposed to be vacated include the alley of Block 81. An aerial vacation over 9th Avenue is complete. King County reserves the right to petition for future vacation of 9th Avenue and a segment of Terrace Street, west of Terry Avenue.



FIGURE 26– ASSESSOR’S MAP PROPERTIES OWNED BY KING COUNTY/HARBORVIEW MEDICAL CENTER

23.69.030.E.6 Three-dimensional drawing of height, bulk and form

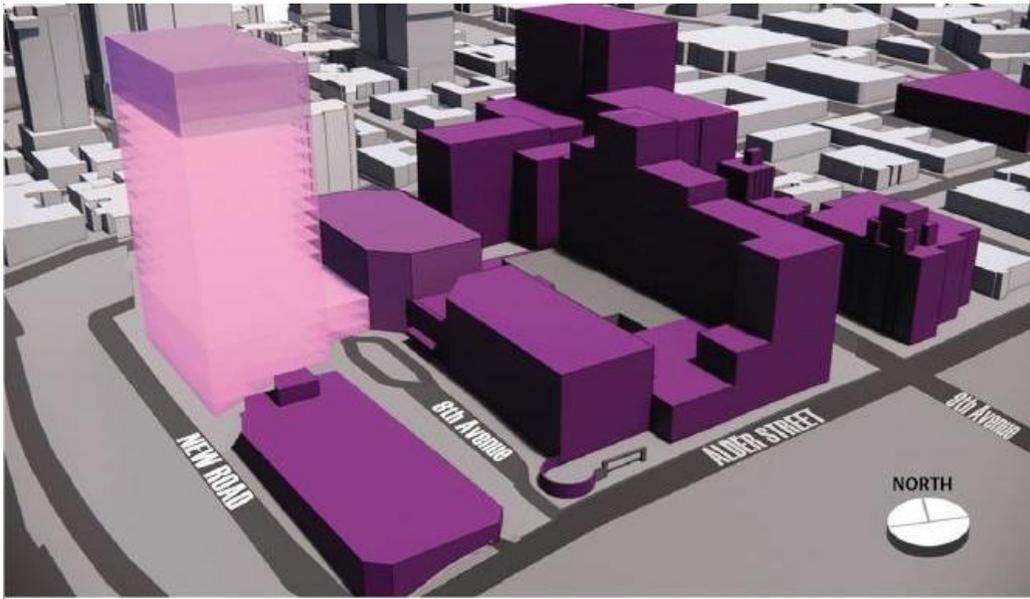


FIGURE 27 – 3D IMAGE OF EXISTING AND PLANNED NEW PATIENT TOWER

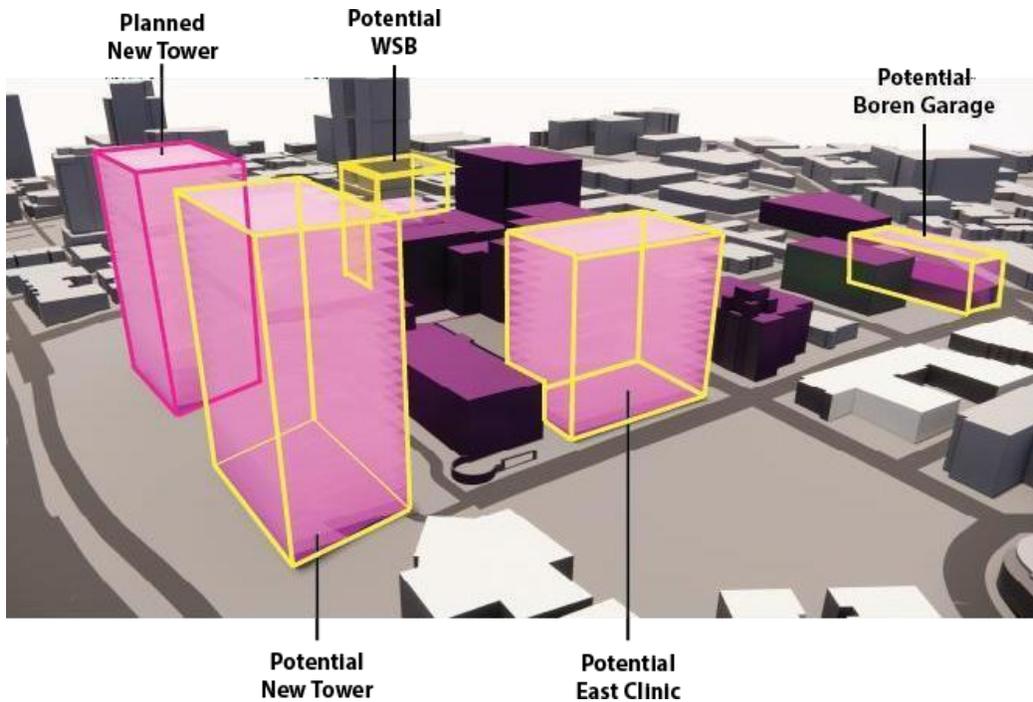


FIGURE 28 – 3D BIRD'S EYE IMAGE OF POTENTIAL PROJECTS

23.69.030.E.7 Planned infrastructure improvements

As a part of the Planned Project patient tower, loop drive lane, and site improvements, an expansion of and relocation of systems and utilities to support the Planned Projects will be completed.

Impacted services and utilities include but may not be limited to storm drainage, sewer, Seattle City Light (SCL)/Power, Public Utility District (PUD) Gas, Steam, Oxygen, and Domestic Water.

The scope of work to support the Planned Project patient tower will include expansion for a new SCL transformer vault and relocation of the Oxygen Farm storage tank from behind the Research and Training Building to the western edge of campus.



FIGURE 29 – AERIAL VIEW FOR LOCATION OF NEW LOOP DRIVE

The Planned Project loop drive lane with landscape planting strip, sidewalk, curb & gutter will be constructed on the WSDOT property at the western edge of the expanded MIO district boundary. The loop drive lane will connect to both Jefferson and Alder Streets rights-of-way.

The Planned Project loop drive lane will serve several purposes. It will enable the relocation of storm and sewer utility lines. It will enable other utility services to access the Planned Project tower. It will provide access to the Planned new patient tower garage, access to lower levels of View Park II garage, access to the relocated Oxygen tank yard and serve as a fire lane around the new patient tower and existing View Park II garage for emergency vehicles.

The Planned Project loop drive lane will be a private roadway.

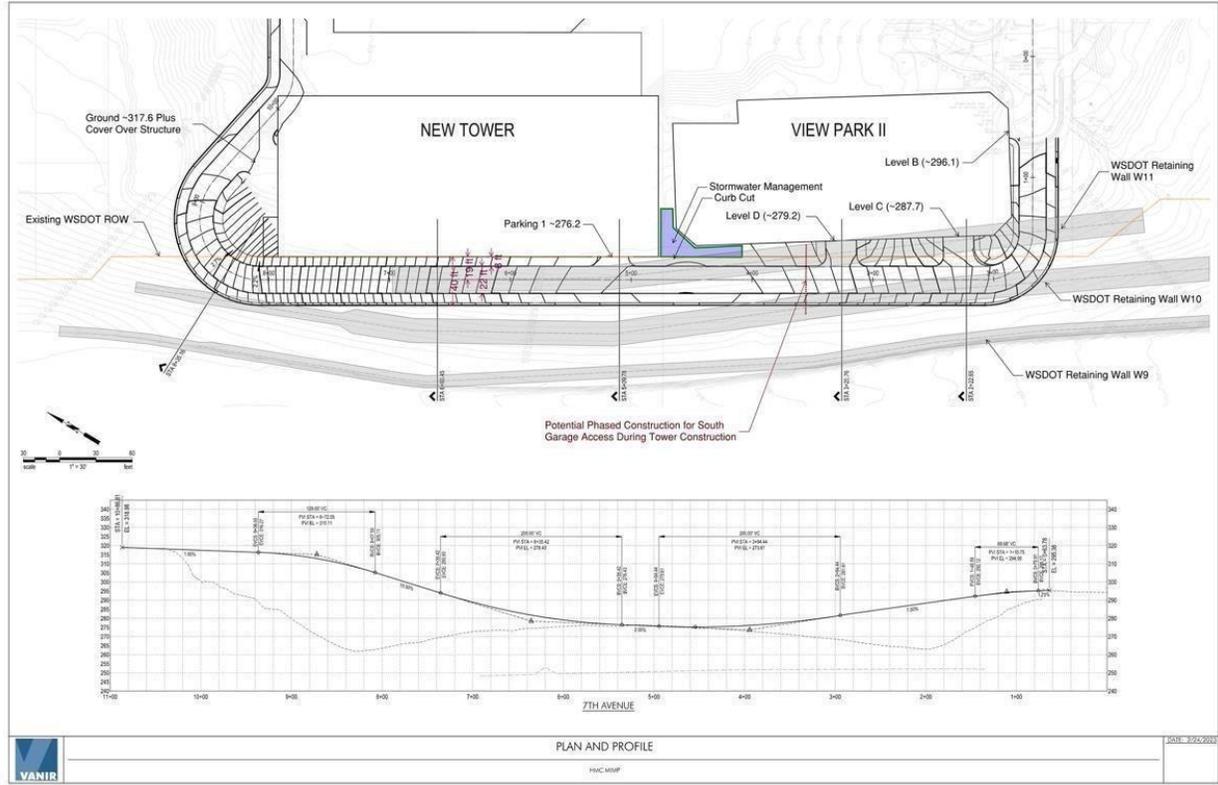


FIGURE 30 – NEW LOOP DRIVE LANE ELEVATION SECTION

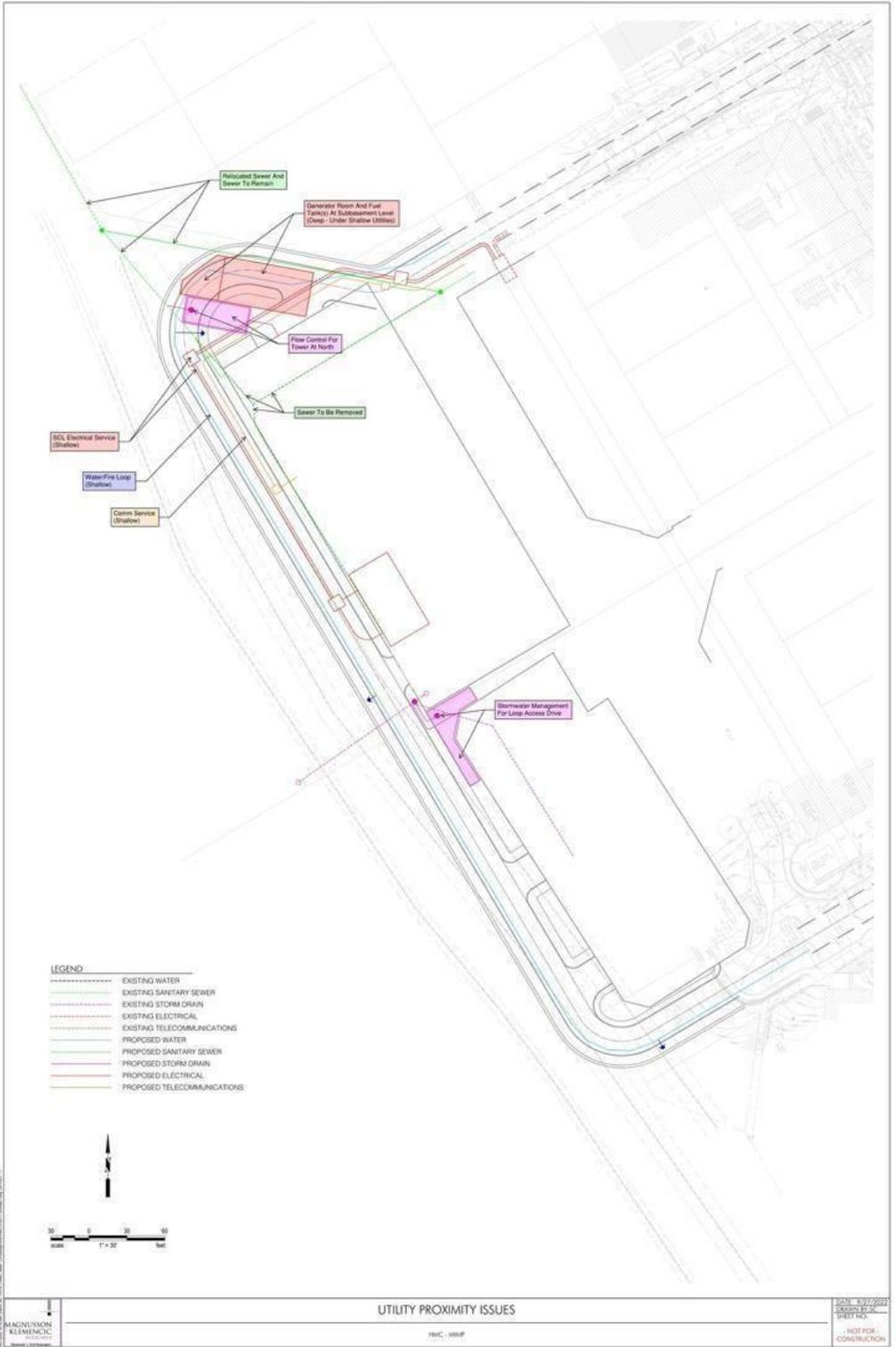


FIGURE 31 – KPFF DIAGRAM OF UTILITY RELOCATION

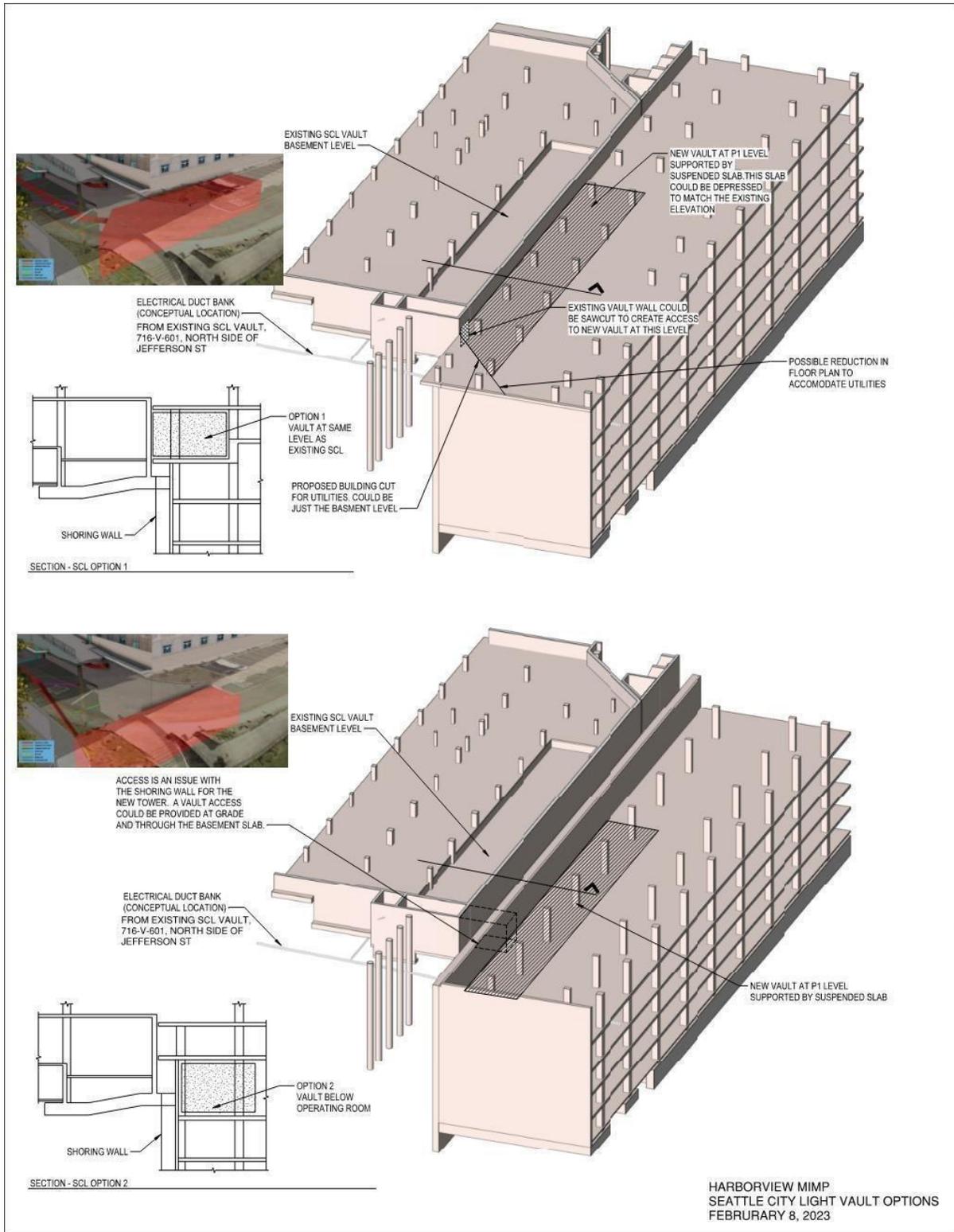


FIGURE 32 – KPFF CONCEPTUAL SCL UTILITY VAULT EXPANSION

As the campus develops, prioritizing hospital connectivity while increasing parking is needed to support that growth. The private roadway known as 8th Avenue will be partially closed to vehicles to allow for an at-grade and below-grade building connection between the new tower and the current Emergency Department. The closure of the private roadway known as 8th Avenue provides for significant improvement in hospital internal connectivity which helps improve patient outcomes. The campus will continue to have redundant vehicular connectivity to the east and Planned Project loop road that would provide similar north- south connectivity along the campus' western side. The Planned Project loop road will be west of the Planned Project tower and existing View Park II garage between Jefferson Street and Alder Street.

Additional parking stalls will be necessary as the campus is further developed with a maximum parking supply of 2,461 stalls (an increase in up to 615 stalls with the planned projects). Parking will continue to be concentrated in structured parking and is anticipated to be located within the Planned Project tower to accommodate the future demand. Additional parking will be constructed in phases as development occurs. In some cases, to improve cost or efficiency of the construction, some parking may precede development.

23.69.030.E.8 Planned development phases

The priority for the Planned project includes a new patient tower that will provide 360 new state-of-the-art private acute care beds offering privacy of care and greater infection control. The Planned tower will provide an expanded Emergency Department and expanded surgical services, along with sub-grade parking, delivery bays and patient care support services. The Planned tower will connect to the existing Emergency Department and to the lower levels of the existing West Hospital enabling expansion of the Seattle City light service vault and surgical services.

The Planned tower will be in the footprint of the existing View Park I garage, west of the roadway. The tower connection to the existing West Hospital will be built in vacated roadway with a southern limit that will preserve a round-about drop-off at the existing Main Hospital west entry. The Planned tower will be bound to the north by Jefferson Street right of way, and to the west by the edge of the existing View Park I garage footing. The existing View Park I garage will be demolished to make way for the Planned tower.

The Planned project will also include relocation of infrastructure systems and loop drive lane and below grade parking and dock access.

After the completion and occupancy of the Planned tower, vacant spaces within the existing West Hospital and Center tower will be renovated for adaptive reuse in patient care and health support services.

The Planned project will commence design in Q4 of 2025 with construction to commence immediately after issuance of permits. Potential projects have no established priority phasing.

No phasing or sequencing has yet been defined for Potential Projects beyond the planning of implementation within the next 20 years.

City Council Condition #3

The proposed development shall be phased as identified in the proposed Master Plan.

However, the possible implementation of the Master Plan alternatives considered in the EIS may require further analysis and will not be processed as exempt changes to the Master Plan. All changes to the Master Plan are subject to the requirements of SMC23.69.035.

The issue addressed by this Condition has to some degree been superseded by the construction of structures anticipated in the 1999 MIMP. The environmental review of this Major Amendment will continue to comply with this Condition. There is one Planned Project accompanied with infrastructure systems and loop drive to support it within this Major Amendment, and its environmental impacts will be fully analyzed in the EIS. The environmental impacts of the Potential Projects identified in *this 2024 MIMP Major Amendment* are also addressed in the 2025 EIS.

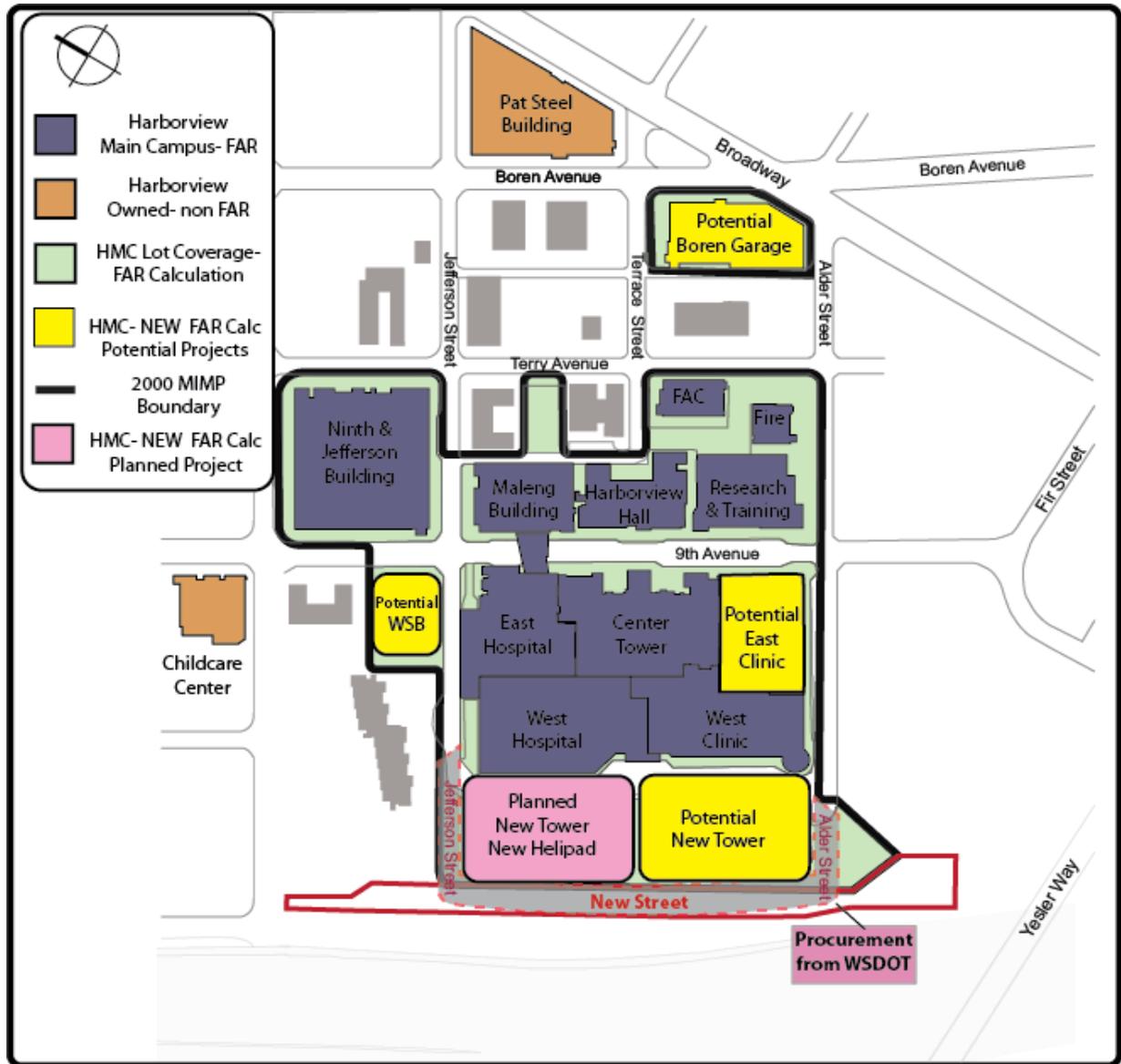


FIGURE 33 – PLANNED NEW TOWER PROJECT

City Council Condition #2

Harborview is encouraged to explore possible structural methods and funding options for increasing the load bearing capacity of underground garage structures to accommodate the possible future development above the garage structures, recognizing that there are significant uncertainties in predicting future Harborview development and City code requirements.

This Major Amendment identifies View Park I Garage as a demolition and future development site for the Planned Project, a new acute inpatient hospital that will include structural parking. The existing View Park II garage will be added as a Potential Project for development with this Major Amendment.

23.69.030.E.9 Planned street or alley vacations

There are no planned street or alley vacations with the planned project.



FIGURE 34 – PRIMARY STREETS SURROUNDING THE HARBORVIEW MIO DISTRICT

City Council Condition #9

The Seattle Design Commission shall be given a full opportunity to review and make recommendations on any proposed street vacations associated with Master Plan projects as part of the street vacation process. Nothing in Master Plan approval shall be construed as prejudging or superseding the street vacation process or diminishing the Commission's role in that process.

RESOLVED: No additional street vacations are proposed as part of this Major Amendment to the 1999 MIMP. However, should Harborview petition for vacation of one of the rights-of-way identified in the Major Amendment as potential vacations, the Seattle Design Commission will exercise its usual role in accordance with City policy.

23.69.030.E10 Potential project developments, parking

Several projects identified in the 1999 MIMP and 2014 Addendum as “Potential Projects” are yet to be completed and will be carried over into this MIMP Major Amendment. These projects will remain potential projects and addressed further in section 23.69.030.E.10 of this MIMP Major Amendment.

The existing condition of the HMC Campus includes planned and potential projects approved under the 1999 MIMP and the 2014 Addendum, as well as those facilities existing prior to the adoption of the 1999 MIMP and those constructed after 1999. All projects identified as potential projects in the 1999 MIMP will remain as Potential Projects in this Major Amendment. Those projects include:

- Seismic upgrade of Center Tower.
- Demolition of East Clinic.
- Construction of multi-use building on the Walter Scott Brown site.
- Seismic upgrade and expansion of Harborview Hall.
- A patient transport system to accommodate vehicle large enough to hold two gurneys and four staff for transporting from View Garage II to Emergency department.
- Construction of Community Plaza east of Harborview Hall bound by Terry Avenue and Terrace Street.

In addition to potential projects carried over from the 1999 MIMP and 2014 Addendum, HMC has identified three additional Potential Projects:

- Construction of a multi-use outpatient facility in the location of the demolished East Clinic. The purpose of this project will support patient care services.
- Construction of a second patient tower up to 320' to be located in the footprint of existing View Garage II.
- Expansion of the existing Boren parking garage building would be demolished and reconstructed per the height limit of 105 feet, to approximately 14-stories high. This redevelopment would effectively double existing parking stalls from 358 up to 832.

The Potential Projects represent full development of available parcels within the HMC MIO district boundary. Over the next 20 years, it is anticipated that due to population growth, demographic changes and aging population, additional patient beds, hospital services, clinical services, and healthcare support spaces will be required on campus to serve the community and region.

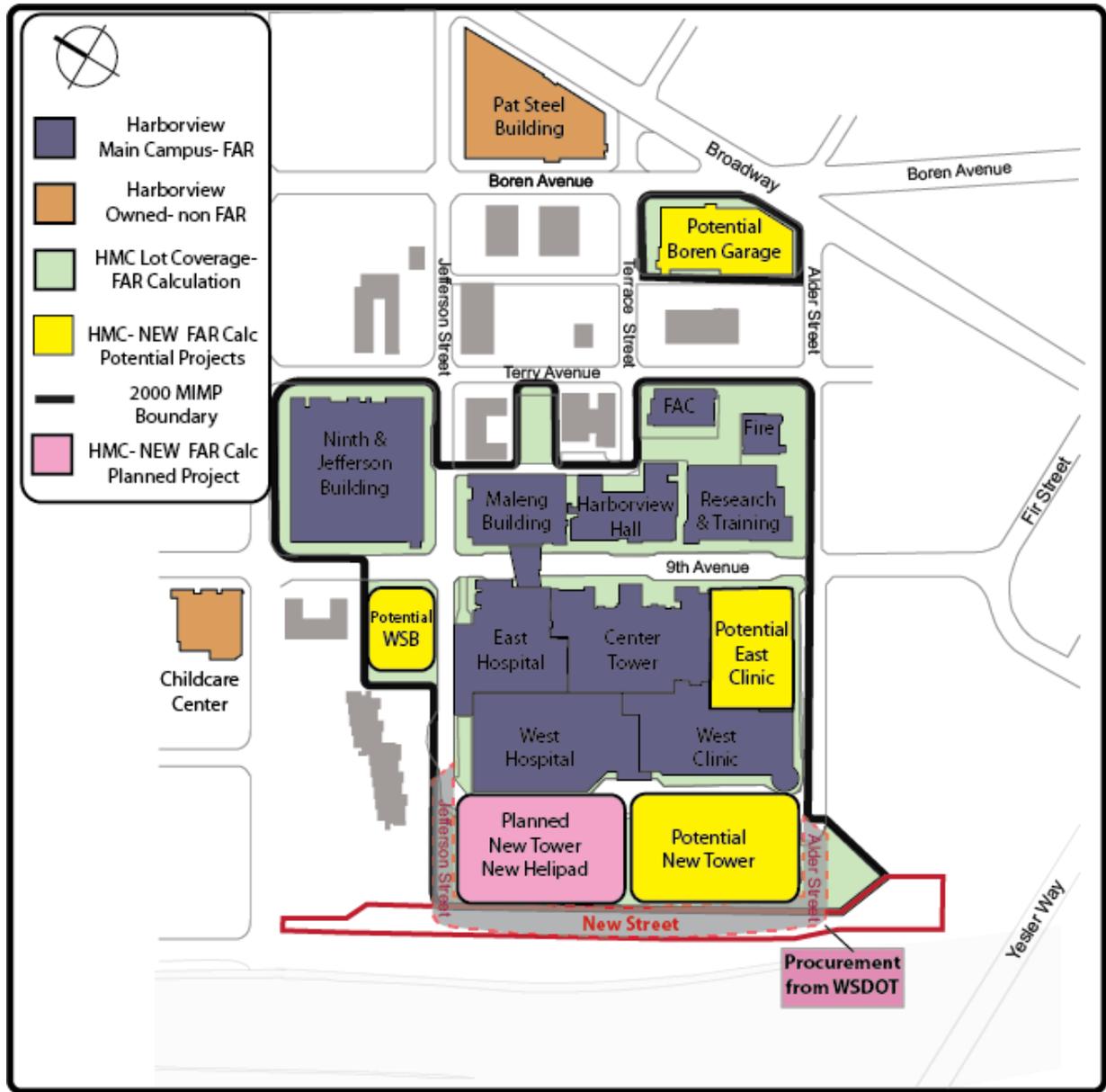


FIGURE 35 – FUTURE POTENTIAL PROJECTS

Potential second patient tower at View Park II:

The existing View Park II garage and helipad would be demolished, and the potential second acute patient tower would be in the footprint of the garage west of the private roadway known as 8th Avenue. The potential second patient tower would connect to the Planned Project tower and be of similar height. The Potential second patient tower would have sub-grade parking with access from the Planned loop road. The potential second patient tower would be bound to the south by an extension of Alder Street right of way, and to the west by the Planned new loop drive.

The potential second patient tower may consist of at least two podium floor plates over sub-grade structured parking levels and would rise 7-8 tower floors, similar in height to the Planned tower. The potential second patient tower would be developed in compliance with the development standards set forth in this Major Amendment and SMC 23.69.030.C.3b.

The expansion of the existing Boren parking garage building would result in the existing garage being demolished and reconstructed per the height limit of 105 feet, to approximately 14-stories high. This redevelopment would effectively double existing parking stalls from 358 up to 832.

Potential Center Tower seismic upgrade:

At the time of the 1999 MIMP process and approval, Center Tower received landmark designation for the frontage and lobby. The 1999 MIMP noted that the Center Tower requires seismic upgrades. Current uses include healthcare services that may be relocated to other campus areas. Future use of the Center Tower would be for non-patient care services in support of Harborview Medical Center and may include offices, multi-purpose, or storage.

With its landmark designation, no change in size, scale, or FAR is planned for Center Tower. Future seismic upgrades may impact and reduce existing usable floor area.

City Council Condition #6

Construction of the Buttress Building for the East Hospital/Center Wing upgrade (structure "G" in Figure 12 page 45, Compiled Master Plan), if approved through the Landmarks and street vacation process, shall be subject to the conditions required through those processes.

RESOLVED: This proposal was denied by the Landmarks Preservation Board and Council in lieu of designating East Hospital/Center Wing as a Landmark structure.

City Council Condition #10

The Landmarks Preservation Board shall review and decide on any application (a) for landmarks nominations and designations for potential landmarks and subsequent Certificates (s) of Approval on any Master Plan project affecting a nominated or designated landmark. Nothing in this Master Plan approval shall be construed as prejudging or superseding the Landmarks Preservation Ordinance processes or

diminishing the Board's role in those processes.

RESOLVED: East Hospital / Center Wing was nominated and designated for the Landmarks Preservation Board Landmark Certification in the 1999 MIMP process. The nomination of Harborview Hall to the Landmark Preservation Board was denied in 2014 in lieu of an Addendum (Minor Amendment) to preserve, renovate and modify with expansion of a buttress the Harborview Hall. No additional nominations are considered as part of this Major Amendment to the 1999 MIMP.

Potential Harborview Hall seismic upgrade and expansion:

The Potential Harborview Hall seismic upgrade and buttress expansion to the East of existing building was approved in the 2014 Addendum. The potential use of the building after seismic upgrades may be for any major institution use, including administrative office, multi-purpose, or storage. As part of this potential development, a community plaza and Terrace Street improvements would be included to enhance the eastern edge of the MIO District.

The height, bulk and density of the Harborview Hall seismic upgrade and buttress expansion described in the 2014 Minor Amendment Addendum may involve construction impacts that require street use permits, but long-term would not alter street use or traffic flows. No street vacation or ROW imposition is anticipated with the development of this project.

City Council Condition #5

Approval of the Master Plan is not approval of the proposed demolition or any alteration to Harborview Hall or East Hospital (Center Wing). If either of those buildings is nominated and designated as landmarks by the Landmarks Preservation Board ("Board"), the decision to alter or demolish the features and/or characteristics proposed for the nomination and/or designation will be made by the Board based on the Landmarks Preservation Ordinance, SMC 25.12.670.835. The Board shall notify the City Council of any decisions regarding the nomination, designation and/or action on Certificate (s) of Approval for either building. If the Board does not approve the nomination or

designation of either building, the Council shall file a copy of Board's decision (s) in Clerk File 303574 and shall pass an ordinance amending the Master Plan to reflect the Boards's decision (s). If the Board nominates and designates either building and subsequently approves the alternation or demolition of either building as proposed in the proposed Master Plan, the Council shall file a copy of the Board's decision (s) in Clerk Fle 303574, and shall pass an ordinance amending the Master Plan to reflect the Board's decision (s) and subject to any conditions imposed by the Board after the completion of the appeals process as described in SMC 25.12.740.835. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the Board's decision (s) are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

RESOLVED: East Hospital / Center Wing was nominated and designated as a City landmark in 2011 (Ord. 123557). Later, in the 2014 Addendum process, a Minor Amendment to the Master Plan was approved by Council and Landmarks Preservation Board. The 2014 Addendum, Minor Amendment reversed the proposed demolition of Harborview Hall including instead a buttress building alteration to the East side of Harborview Hall, a seismic upgrade, and restoration of existing Harborview Hall along with demolition of Facility Building located along Terrace Street and the installation of a community plaza in its place.

Potential Multi-Use Building:

The demolition of the two-story Walter Scott Brown / Security building and development of a multi-purpose building was approved in the 1999 MIMP. The development site is located at the northwest corner of the intersection of 9th Avenue and Jefferson Street. The existing parcel is narrow and has viable vehicle access only from Jefferson Street. The size of the parcel is not conducive to sub-grade parking but may be combined with other acquired adjacent parcels in the future, should the opportunity to acquire them present itself.

Harborview anticipates a potential project at this site would be developed as a ten-story 120'-0" tall building. This height is within the existing maximum height limit of 240 feet of the existing MIO district. The actual height and development capacity would be determined at the time of design and permitting, and a building larger than currently anticipated at the site would not require a MIMP amendment provided it complies with MIMP development standards.

Potential East Clinic replacement multi-use outpatient building:

Demolition of the East Clinic was approved in the 1999 MIMP. The potential East Clinic replacement building will be for outpatient services. The potential development project will be located in the footprint of the existing East Clinic and would be bound by Center Tower to the north, 9th Avenue to the east, and Alder Street to the south. It may have sub-grade parking.

The replacement East Clinic building would have a maximum height of 240 feet, consistent with the current MIO district maximum height.

The potential site will be prepped for use as temporary interim open space until such time that an outpatient multi-purpose building may be constructed in its footprint

Following the completion of the planned new acute patient tower, and with the intention of maintaining 12% landscape open space, the open space community plaza bound by Terry Avenue and Terrace Street and street improvements along Terry Avenue remain a potential development project.

TERRY AVENUE IMPROVEMENTS

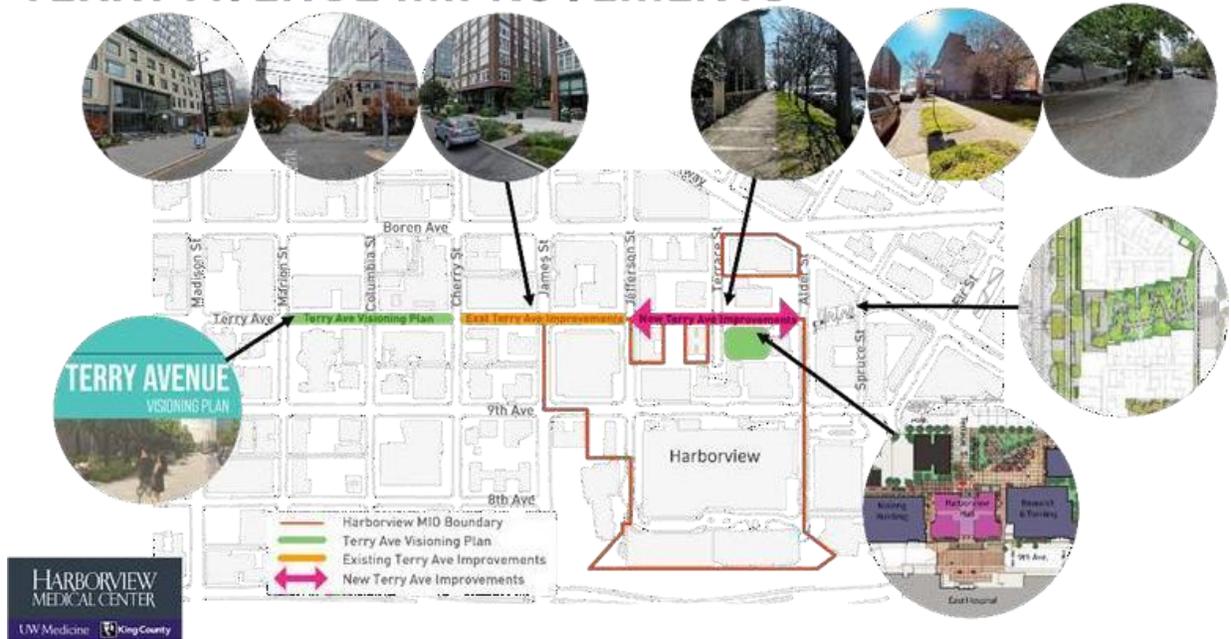


FIGURE 36 – SITE PLAN OF TERRY / TERRACE COMMUNITY PLAZA AND STREET IMPROVEMENTS (FROM TERRY AVENUE VISION PLAN)

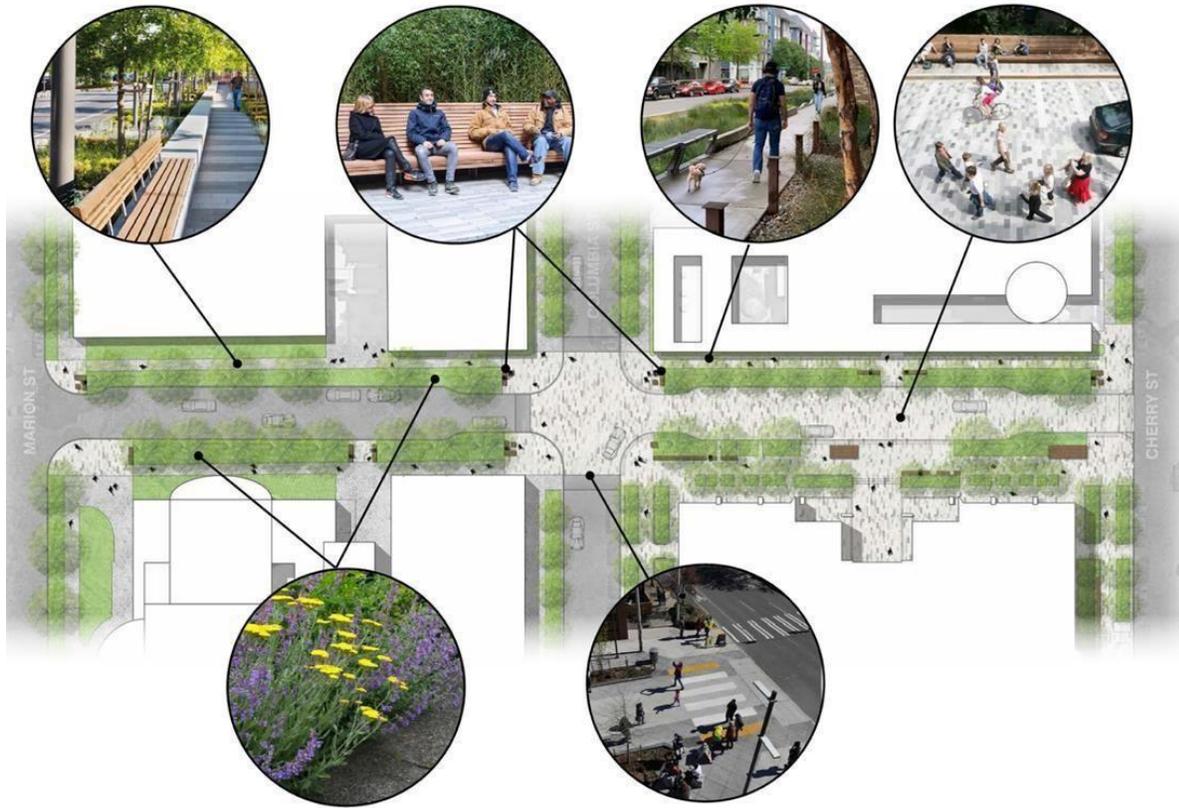


FIGURE 37 – TERRY AVENUE STREET CONCEPT (FROM TERRY AVENUE VISION PLAN)

Parking areas and structures:

As the campus develops, prioritizing hospital connectivity while increasing parking is needed to support that growth. No change in circulation is anticipated as part of the Potential Projects relative to the Planned Projects condition.

Additional parking stalls will be necessary as the campus is further developed with a maximum parking supply of 3,301 stalls (an increase in up to 1,455 stalls with the Planned and Potential Projects). Parking will continue to be concentrated in structured parking and is anticipated to be located within the proposed Tower to accommodate the future demand. Additional parking will be constructed in phases as development occurs. In some cases, to improve cost or efficiency of the construction, some parking may precede development.

Infrastructure:

Potential infrastructure is currently undefined. Systems to support each individual Potential Project will be planned, designed and constructed as part of each project.

Street or alley vacation:

Potential vacation of 9th Avenue, between Alder Street and Jefferson Street was included in the 1999 MIMP. Potential vacation of Terrace Street east of Harborview Hall to Terry Avenue was included in the 1999 MIMP. Both are retained in this Major Amendment as potential projects.

City Council Condition #4

Approval of the Master Plan does not constitute approval of any proposed street vacation(s), including subterranean or aerial vacation for 9th Avenue or of the location of the proposed building across 9th Avenue. The City's decision on the vacation(s) and building location will be made in the context of a street vacation petition(s) to be initiated by Harborview. If the Council approves the vacation(s) and building location as proposed in the Master Plan through the street vacation process, such approval will constitute Council approval of an amendment to the Master Plan. The Council shall file a copy of any street vacation decisions in Clerk File 303574 and shall pass an ordinance amending the Master Plan to reflect the street vacation decision and subject to any conditions imposed through the street vacation process. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the street vacation decisions are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

RESOLVED in part: The private roadway known as 8th Avenue was vacated prior to 1999 MIMP. Subterranean or aerial vacation of 9th Avenue may be considered in the future. Identification of potential vacation in this Major Amendment does not constitute approval of any vacations; Council retains discretion to approve or deny any vacation the County may seek in the future. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the street vacation decisions are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

23.69.030.E.11 Consistency with intent of major institution master plan

- A. Appropriate institutional growth within boundaries while minimizing adverse impacts
 - a. To meet the 2020 Bond objectives, this Major Amendment maximizes flexibility and growth opportunities for the institution without adverse impacts to surrounding neighborhood.
- B. Ability to change for public benefit while protecting livability and vitality of neighborhood
 - a. The 2020 Bond Initiative identified program needs that will benefit the community served by Harborview Medical Center. The proposed actions of this Major Amendment were presented and reviewed and supported by representatives of the neighborhood in the IAC (Implementation Action Committee), Yesler Terrace community, Jefferson Terrace community and First Hill Improvement District members.
- C. Concentrate development on existing campus
 - a. Consistent with 1999 Council conditions #2, the proposed action of this Major Amendment seeks to redevelop existing garage parcels located west of the private roadway known as 8th Avenue, redevelop site of existing East Clinic, proposes development of the Walter Scott Brown site at corner of 9th and Jefferson, and rehabilitate existing buildings through seismic upgrades.
- D. Coordinated growth plan consistent with a MIO district
 - a. The proposed growth plan is consistent with the criteria of the Harborview Medical Center MIO district and parallels similar development standards and plans for other healthcare institutions in the First Hill neighborhood.
- E. Discourage expansion beyond boundaries
 - a. All proposed developments are within the adjusted MIO district boundary. The boundary adjustment proposed in this Major Amendment is less than 10% adjustment. The boundary adjustment proposed in this Major Amendment is to create a site improvement buffer for circulation and utilities to support the new planned and potential projects.
- F. Encourage community involvement in development, monitoring, implementing and amending
 - a. The proposed actions of this major amendment were presented and reviewed and supported by representatives of the neighborhood in the IAC , Yester Terrace community, Jefferson Terrace community and First Hill Improvement District members.
 - b. Over the course of coming years, as individual projects are developed, the IAC and surrounding neighborhood will be involved in review and commentary of such developments.
- G. Locate new institutions with compatible activities and surrounding land use
 - a. Harborview Medical Center is not a new MIMP or MIO District.
- H. Accommodate changing needs of the institution with flexibility related to use and parking of underlying zone
 - a. The current Transportation Management Plan (TMP) will be modified to reflect the major amendment planned and potential projects. An annual update and report of the TMP will be prepared and shared with the IAC & neighborhood

- I. Implement appropriate transitions through setbacks, modulation and view corridors
 - a. Transitions, setbacks, modulation and view corridors will be consistent with the established development standards for this MIO district.
- J. Increase permit parking to reduce on street demand and minimize traffic congestion
 - a. The current Transportation Management Plan (TMP) will be modified to reflect the Major Amendment planned and potential projects. Measures to mitigate traffic impacts such as congestion will be identified in the TMP.
- K. Use TMP to reduce vehicle trips, minimize adverse impacts, reduce SOVs at peak time
 - a. The current Transportation Management Plan (TMP) will be modified to reflect the Major Amendment planned and potential projects. Measures to mitigate traffic impacts such as congestion will be identified in the TMP.
- L. Give clear guidelines and development standards for long-term planning, provide neighborhood advance notice of developments, allow city and public capital and program actions
 - a. Development Standards are clearly identified for the Harborview Medical Center MIO District. Over the course of coming years, as individual projects are developed, the IAC and surrounding neighborhood will be involved in review and commentary of such developments.
- M. Encourage preservation, restoration and reuse of historic buildings
 - a. Fire House #3 was designated as a landmark site.
 - b. East Hospital/Center Tower wing was designated as a landmark site.
 - c. Harborview Hall is designated for seismic upgrade and rehabilitation.
 - d. No other existing developments or sites are identified as candidates for preservation, restoration or reuse based upon historical value.

23.69.030.E.12 Decentralization plans and/or options

The Institution operates four (4) facilities outside of the MIO District boundary.

- Childcare Center
- Pat Steele Office Building
- Pioneer Square Clinic
- Hobson Clinic

Harborview has no plans to locate any other major institution uses outside of the MIO. Hospital physicians and some staff may circulate between University of Washington Medical Center and Northwest Hospital. No other clinics outside of the MIO are planned. Since 2020, some administrative and non-patient care support staff have migrated to remote working environments.

Given the nature of emergency services and acute patient care, direct access by medical staff and patient care support staff to the main campus hospital and clinics is essential.

23.69.030.E.13 Informational purposes

23.69.030.E.13.a Achieving goals of Community Well-Being Element of Comprehensive Plan

- **Healthy Growth:** The 2020 Bond initiative and associated planned and potential developments included in this major amendment seek to improve access and quality of healthcare for all individuals. By providing additional acute patient beds and clinical spaces, Harborview Medical Center will be able to serve a greater population through improving privacy, enhancing infection control measures, and providing greater opportunities to address cultural and religious diversity in the community.
- **Aging:** The addition of acute and clinical space will enable Harborview Medical Center to serve a broader demographic and provide a continuum of care throughout all stages of life by maximizing preventative care, behavioral health and long-term care coordination as well as trauma and episodic care.
- **Lifestyles:** The institution encourages healthy lifestyle through individual health coaching related to chronic and infectious diseases, mental and behavioral health, active lifestyle choices for staff and patients, including continuity and connections to walking paths on campus and connecting neighborhoods.
- **Lifelong Learning:** As an academic teaching institution, and in association with the University of Washington Medical Center and School of Medicine, the institution inherently serves to provide opportunities and careers in healthcare, public health, and healthcare administration. The institution provides healthcare and outreach to the underserved and provides numerous opportunities for volunteerism and community involvement.

23.69.030.E.13.b Public benefit and mission to address community needs

HMC is home to a wide range of critical medical and behavioral health services, including state-of-the-art emergency medical services (EMS), general medicine and specialty clinics, and centers of excellence in burn, neurosciences, ophthalmology, infectious disease, and rehabilitation services. HMC'S mission ensures that the following patients and programs are given priority care:

- Persons who are non-English speaking, poor, and experience poverty
- Persons who are uninsured or underinsured
- Persons who experience domestic violence
- Persons who experience sexual assault
- Persons incarcerated in King County jails
- Persons with mental illness, particularly those treated involuntarily
- Persons with substance abuse
- Persons with sexually transmitted diseases (STDs)
- Persons who require specialized emergency care
- Persons who require trauma care
- Persons who require burn care

The HMC will continue to provide healthcare for the community and serve as a regional Level 1 Trauma center for the four western states it serves. It is to the public's benefit and best interest that HMC continue to identify and deliver the highest State-of-the-art healthcare and Trauma care. As the regional population grows and ages, HMC must continue to expand its capacity to serve with the finest facilities and to offer care with dignity and equity.

HMC also delivers public benefits separate from the performance of its core function. For example, it has and will continue to have functioning open space available for public use. It directly employs thousands of people and indirectly supports many businesses in the area.

HMC is working to create the best feasible spaces that provide the most flexibility and latitude for current and future operations and services at the medical center. This Major Amendment to the 1999 Harborview MIMP allows for expansion and renovation of HMC to meet the expanding number and growing needs of patients. The goal of the project is development of a safe, modernized facility that enables HMC to meet current and future needs.

The following facility and community needs were assessed:

- Clinical Facility Needs – existing facilities are aging and no longer meet modern medical best-practice standards for infection control and privacy. Current rooms do not meet best practice in standards of care, and existing building infrastructure and floor size prohibits renovation to meet best-practice standards. Facility configuration and capacity constraints significantly impact hospital operations. HMC operates near or exceeds 100% capacity daily, with at least 50 beds located in double occupancy settings, further complicating room assignment for isolation, acuity, and gender issues. Patient isolation precautions further impact utilization of beds in the Emergency Department (ED), Intensive Care Units (ICUS) and surgical recovery rooms (PACU) further impacting the entire facility's operational capacity and staff efficiency.

HMC with the assistance and support of SDON, have brought these issues to the community by way of introduction and engaging the IAC. A series of engagement and presentation meetings occurred between September of 2022 and June of 2023 to garner support for the proposed action described in this Major Amendment.

This Major Amendment to the existing 1999 MIMP will address community needs. The development standards, program, planned and potential projects were presented to the community through a series of meetings with the Implementation Advisory Council (IAC) organized and staffed by SDCI Department of Neighborhoods. Presentations of the same were made to Yesler Terrace community, First Hill Improvement District community, and Jefferson Terrace residents.

V. Transportation Management Plan (TMP) 23.69.030.F

This chapter identifies the key elements of the Transportation Management Plan (TMP) as defined in SMC 23.69.030 F and outlined in the 2021 TMP Director's Rule. 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 Harborview Medical Center 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:

The Harborview Medical Center campus is located within the First Hill/Capitol Hill Urban Center. The campus is generally bounded by James Street, Terry Avenue, Alder Street, and I-5 with the exception of the Boren Garage which is located northwest of the Boren Avenue/Broadway Avenue intersection. These roadways are generally public roadways with classifications ranging from urban village neighborhood access roadways to principal arterials with the exception of the private roadway known as 8th Avenue between Jefferson Street and Alder Street within the campus boundaries which is a previously vacated street. These roadways have sidewalks along both sides of the roadway providing for pedestrian connectivity within and surrounding the campus. Bicycle facilities in the vicinity include painted bike lanes or sharrows provided along 9th Avenue within the campus boundaries as well as protected bicycle lanes along Broadway Avenue and Yesler Way east and south of the campus, respectively.

The campus is well served by transit with stops within and adjacent to the campus boundaries along James Street, Jefferson Street, Boren Avenue, and Broadway Avenue. Service at these stops is provided by numerous King County Metro bus routes and SDOT's First Hill Streetcar. Additionally, Sound Transit's Link Light Rail Pioneer Square Station located approximately a half mile west of the campus, provides regional access which is also accessible via a connection with SDOT's Streetcar. Sound Transit's Sounder connections are also accessible at King Street Station with SDOT's Streetcar.

Local transit connections provide regional transit access to communities north, south, and east of the campus served King County Metro, Community Transit, and Sound Transit.

Bike circulation in the vicinity of the campus and surrounding areas is provided via protected bike lanes, painted bike lanes, and sharrows. Adjacent to the site facilities primarily include sharrows. Protected facilities are provided east of the campus along Broadway.

City Council Condition #12

Subject to the availability of sufficient funding and no significant interference with underground utilities, Harborview shall explore the possibility of underground connections between the three proposed underground garages on the northeast, northwest, and southeast corners of 9th Avenue and Jefferson Street in order to facilitate underground vehicle circulation and maximum parking efficiency. Harborview shall develop and implement a parking management plan to the satisfaction of DCLU for the design and operation of the garages in a manner that minimizes traffic impacts on local streets.

RESOLVED: Harborview has established a Transportation & Parking Management Plan which is updated annually.

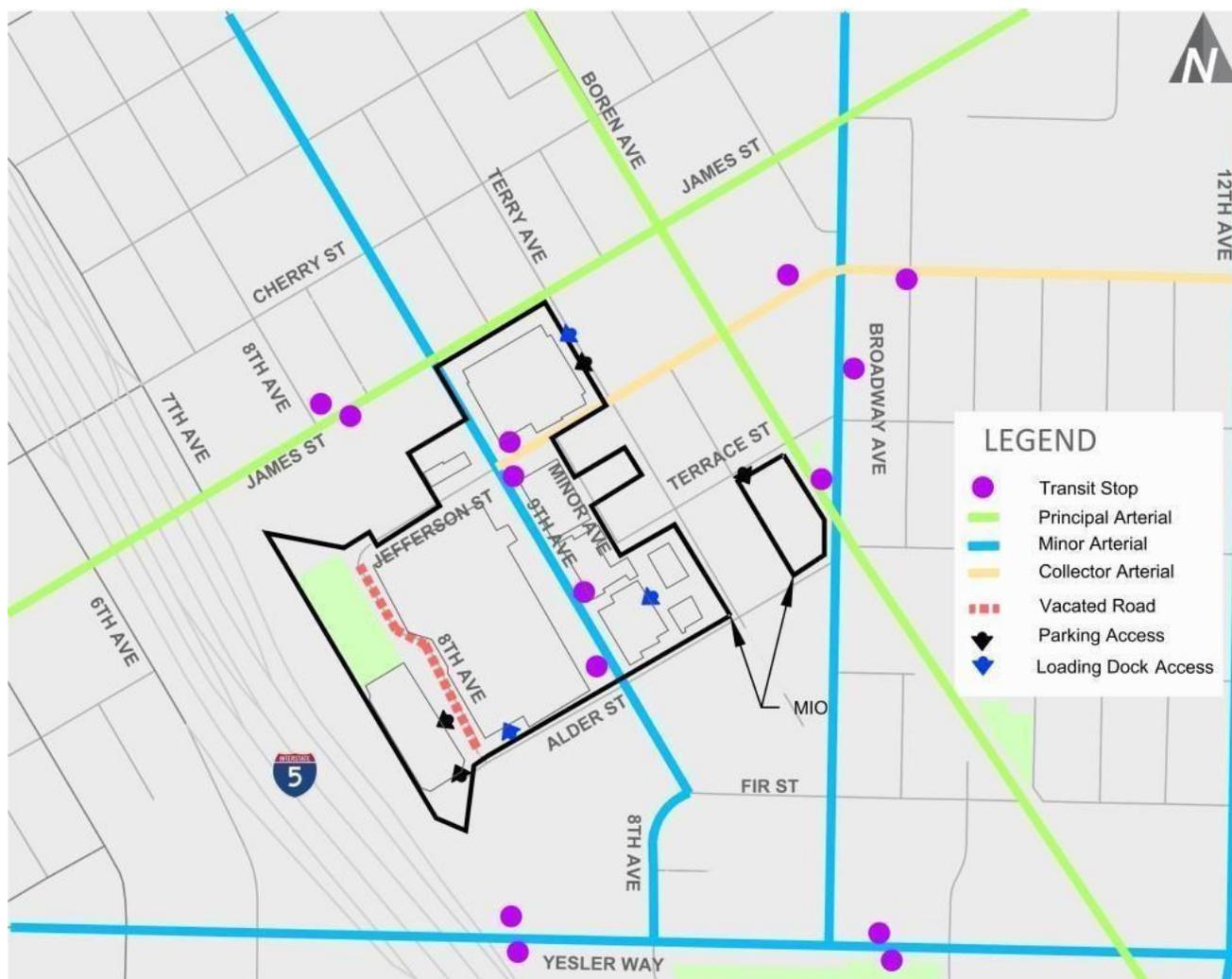


FIGURE 38 – VEHICLE/NON-MOTORIZED CIRCULATION AND ACCESSIBILITY

Based on a review of SDOT's 2024-2029 Proposed Capital Improvement Program (CIP), only the RapidRide G Line – Madison Street project was identified. This project was completed and began operating in August 2024. The King County bus rapid transit (BRT) line runs along Madison Street from 1st Avenue in downtown to Martin Luther King Jr. Way East. The nearest stop to the site is located approximately a quarter mile north at 8th Avenue/Madison Street.

Campus Parking

Parking for the main campus is provided primarily via 3 existing parking garages which are accessed via Terrace Street, Terry Avenue, the private roadway known as 8th Avenue, and Alder Street (see Figure 25) as well as a limited amount of surface parking lots resulting in a parking supply of 1,846 stalls. Note that the curb use designations along the roadways within the boundaries and surrounding the campus include some short-term on-street paid parking but also includes a significant amount of loading, transit, and no parking designated curb use.

Parking requirements for major institutions are defined in SMC 23.54.016.B.2. The SMC assigns short-term and long-term vehicle parking requirements based on the number of doctors, other employees, outpatients, and hospital beds. As part of the UWMC system, doctors have privileges at multiple locations and while “assigned” to HMC may not be on site every day. As such an estimate of the number of doctors and staff cannot be accurately assessed given the categories defined in the SMC. As a result, the parking requirements for the campus are identified based on a hybrid approach that considers extensive data collected in the HMC parking garages for doctors and staff as well as SMC requirements for short-term parking based on outpatient visits and hospital beds. This approach provides a more realistic assessment of the current demands/needs, better informing the future needs of the campus. The following outlines the methodology and requirements for the short and long-term requirements as utilized for this Major Amendment.

SMC Methodology Requirement:

- Minimum/Maximum Parking Stall Requirement (SMC 23.54.016.A.2): *For a Major Institution use in an urban center or the Station Area Overlay District, the maximum limit shall not exceed 135 percent of the minimum parking requirements calculated pursuant to subsection 23.54.016.B.2.*
- Long-Term Parking (SMC 23.54.016.B.2.a1): *A number of spaces equal to 80 percent of hospital-based doctors; plus 25 percent of staff doctors; plus 30 percent of all other employees present at peak hour*
- Short-Term Parking (SMC 23.54.016.B.2.b1): *A number of spaces equal to one space per six beds; plus one space per five average daily outpatients*

MIMP Methodology:

Minimum/Maximum Parking Stall Requirement for the short-term parking requirements are calculated consistent with the SMC Methodology. Minimum long-term parking stall requirements are modified as follows:

- The minimum requirements of long-term parking, which is associated with staffing, are based on a review of existing staff peak parking demands. Based on the observed existing peak staff parking demands, a parking rate is established by dividing the peak demand by the existing square footage. The parking rate is 0.55 vehicles per 1,000 gross square feet of development. This is applied to the future development.

The resulting range (minimum to maximum) of parking stalls for the planned and potential development are as follows:

- With Planned Development: 1,823 – 2,461 stalls
- With Potential Development: 2,445 – 3,301 stalls

The current parking supply for the HMC campus is 1,846 stalls with the MIO. The additional code required parking will be constructed in phases as development occurs. In some cases to improve cost or efficiency of the construction, some parking may precede development. The detailed parking requirements are shown in the table below.

Condition	Size			Parking Requirements (Stalls)				
	Gross Square Feet (gsf)	Beds	Estimated Outpatients	Long Term Parking	Short Term Parking		Minimum Total	Maximum Total
				Staff	Number of Beds	Outpatients		
Existing	2,076,959	540	1,117	1,132	90	223	1,445	1,951
<i>Source/ Method</i>				<i>Staff vehicles present at peak which was used to establish a parking rate per the existing gsf. 0.55 veh/1,000 sf.</i>	<i>SMC 23.54.016.B.2. 1 space per 6 beds</i>	<i>SMC 23.54.016.B.2. 1 space per 5 daily outpatients</i>	<i>Sum of long term and short-term parking</i>	<i>SMC 23.54.016.A.2: 135% of minimum.</i>
Planned	488,000	360	262	266	60	52	378	510
Cumulative (Planned + Existing)							1,823	2,461
Potential	860,273	360	463	469	60	93	622	840
Cumulative (Planned + Potential + Existing)							2,445	3,301

TABLE 05 - HMC PARKING REQUIREMENTS

Loading and Service Facilities

There are three access points for the existing loading and service docks on campus. Each dock accommodates tractor/trailer trucks up to 40 ft that provide materials receiving and waste management removal. The docks typically operate on weekdays between 7 am and 3 pm, having both scheduled and unscheduled arrivals.

- The dock serving the main hospital super block is located at Alder Street, just east of the private roadway known as 8th Avenue,
- The dock serving 9th and Jefferson Multi-purpose building is located on Terry Avenue.
- The dock serving the Research and Training building is located in the alleyway east of the building off of Terrace Avenue.

Future inclusion of loading and service dock facilities will be provided per the requirements established in SMC 23.54.035.A. Loading and service facilities will be designed to reduce any loading from adjacent public right-of-way and continued to be designed for the overall campus. These facilities will continue to be designed to accommodate larger on-site tractor trailers. A loading and services facility dock will be located off of the loop drive as a part of the Planned new patient tower.

Transportation Management Plan Program Goal

The institution has been actively administering its TMP program. The 2022 and 2024 CTR surveys showed a SOV rate of approximately 30 percent and 38 percent, respectively. A 25 percent SOV goal has been identified for the campus under this updated TMP. The SOV goal applies to Harborview Medical Center full-time employees that begin work at the major employer worksite between 6:00 and 9:00 a.m. (inclusive) on two or more weekdays for at least twelve continuous months, who is not an independent contractor, who is 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. Regardless of the CTR definition, the strategies and benefits outlined in this plan are available to all employees.

As of September 1, 2024, the total number of full-time employees (FTE of 0.875 or higher, per WSDOT definition of full time) regardless of Shift is **4,781**. The CTR Affected (FTE of 0.875 or higher, per WSDOT definition of full time) AND First Shift = **3,381**

There are nine programmatic 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. Monitoring and Evaluating

Updates to the TMP will be made as needed to achieve the TMP goal. Updates are made based on the monitoring and reporting requirements outlined in the SMC and meet the minimum requirements per the Transportation Management Programs (TMP) Director's Rule – 2021 Update. Under each of the nine TMP components is a list of committed and potential strategies. Committed strategies include those strategies that Harborview Medical Center already does or will be doing with the approval of the MIMP Major Amendment. Potential strategies are identified that could be implemented in the future should additional strategies be needed to meet the SOV goal. These strategies may be implemented independently or in combination with other strategies. Harborview Medical Center 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.

TMP Program Element	Objective	HMC Committed Strategies	Potential Strategies
Transit	The transit element of the TMP identifies strategies to increase utilization of transit by Harborview employees. An integrated transit network allows users the flexibility	<ol style="list-style-type: none"> 1) Provide a 100% subsidy for ORCA transit passes through the UW U-Pass program. This subsidy is provided to all employees regardless of full-time or part-time status. Contract employees have access to a separate program. 2) Guaranteed Ride Home (GRH) is offered to all U-Pass holders. 	<ol style="list-style-type: none"> 1) Partner with local agencies to improve transit facilities/stops. 2) Partner with local agencies to identify opportunities to improve speed and reliability of transit routes serving the campus.
TMP Program Element	Objective	HMC Committed Strategies	Potential Strategies
	to travel in a variety of modes and provides choices to reduce SOV trips.	<ol style="list-style-type: none"> 3) Maintain clear routes between buildings and transit stops immediately adjacent to the campus. 4) Participate in the UW Health sciences express as available. 5) Promotions discussed below in the Marketing and Education TMP element. 	

Shared-Use Transportation	Shared use transportation includes a range of methods for providing flexible travel options through the sharing of transportation resources, including cars and bikes.	<ol style="list-style-type: none"> 1) Subsidize vanpool costs at 100% for eligible employees and provide free parking. 2) Utilize existing programs to assist in forming carpools and vanpools. Continue to track emerging technologies and programs to improve ease of matching riders. 3) Guaranteed Ride Home (GRH) is offered to all U-Pass Holders. 4) Free/subsidized on-campus parking to all registered carpools with 2 or more people. 5) Partner with transit agencies to focus increased carpool/vanpool efforts on users and geographic areas currently not well served by transit. 6) Integrate scooter share/bike share facilities on-campus as part of new developments where feasible. 7) Promotions discussed below in the Marketing and Education TMP element. 	<ol style="list-style-type: none"> 1) Promote the use of mobility options such as transportation network companies, car-share, bike-share, taxis, and other shared-use service providers. 2) Evaluate the expansion of the U-car motor pool to accommodate u-car vehicles on the HMC campus.
Parking Management		Parking management strategies will be implemented, consistent with the Director’s Rule which emphasizes the following:	
TMP Program Element	Objective	HMC Committed Strategies	Potential Strategies

		<ul style="list-style-type: none"> • Charge market rate or above for all parking in the building • Set parking fees to encourage short-term parking and space turnover rather than long-term (e.g. all-day) parking • Prohibit price reductions for all-day parking • Create “flex-use” parking passes <p>Specific strategies include the following:</p> <ol style="list-style-type: none"> 1) Manage pricing to meet infrastructure availability and patient needs for parking availability. 2) Implement daily parking rate structures and phase out monthly parking passes. 3) Continue to look at opportunities for program adjustments to reduce parking reliance. Monitor parking demand and review parking supply as part of the incremental development that would occur under this Master Plan. 4) Provide preferred parking for registered vanpool/carpool users. 	
Bicycle		<ol style="list-style-type: none"> 1) Short-term and long-term bicycle parking is provided throughout the site. Parking for implementing projects will conform with SDCI Director’s Rule 6-2020 / SDOT Director’s Rule 1-2020 on Bicycle 	<ol style="list-style-type: none"> 1) Programs including driver awareness training, bicyclist safety training, and bicycle maintenance education will be offered throughout the year in various media formats. 2) Partner with City to identify opportunities to address
TMP Program Element	Objective	HMC Committed Strategies	Potential Strategies

		<p>Parking Guidelines and Application of Bicycle Parking Development Standards and any Successor Rule. Additional bicycle room amenities such as electric bike charging will be defined at a project level. The project will consider larger form bicycle technology</p> <ol style="list-style-type: none"> 2) Implement additional covered secured bike storage at strategic locations as part of future development projects. 3) Provide on-site shower and locker facilities 4) Support the organization of on-campus bike groups and other outreach activities. 5) Monitor the existing bike demand and parking supply throughout the campus and supplement the supply or locations as needed to encourage bicycle use. 	barriers to accessing the campus via bike.
Pedestrian		<ol style="list-style-type: none"> 1) Maintain easy-to-understand ADA accessible routes throughout the site and during any on-site construction periods. 2) Provide for safe pedestrian environments by giving attention to lighting, visibility/safety along walkways, etc. 3) Maintain the on-campus private pedestrian network, including addressing ADA accessibility. 	<ol style="list-style-type: none"> 1) Work with transit agencies and the City of Seattle to maintain/improve on-campus pathways, transit stops, and pedestrian amenities for transit services. 2) Partner with City to identify opportunities to address barriers to accessing the campus via walking. 3) Programs including driver awareness training and pedestrian safety training will be offered throughout the year in various media formats.
TMP Program Element	Objective	HMC Committed Strategies	Potential Strategies

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 will be filled to ensure that all aspects of the TMP are promoted and implemented. The TC will ensure that commuter information resources are provided consistently to employees and consistently market to and educate site employees on alternatives to driving alone.	<ol style="list-style-type: none"> 1) Include transportation component for new employees education and people whose transportation options have changed. 2) Provide information to staff regarding biking, walking, carpooling, and telecommuting options including benefits outlined in this TMP. Information will be communicated via printed signage, emails, intranet, or social media depending on the nature of the communication. 3) Communicate campus transportation alternatives to SOV travel to patients/visitors. This is currently done through pre-appointment reminders. Additional measures will be considered as available. 	1) Promote national modal days (e.g., Bike to Work Day, Take Transit to Work Day, etc.)
Telecommuting	Based on the nature of the services provided at the campus, telecommuting for the majority of medical center staff is not practical.	<ol style="list-style-type: none"> 1) Establish department specific policies and promote telecommuting, hybrid, flex-time, compressed workweeks, and other techniques that reduce peak period travel where the job responsibilities allow. 	

TMP Program Element	Objective	HMC Committed Strategies	Potential Strategies
	Provisions for telecommuting or hybrid work will be based on the functional requirements of the job and the needs of the campus administration.		
Institutional Policies	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.	<ol style="list-style-type: none"> 1) Allow individual departments to develop, administer, and promote hybrid work policies as operationally feasible. 2) HMC will continue to support the implementation of Residential Parking Zones surrounding the campus as desired by the City and the local community. 	1) Develop and reinforce policies that restrict employee parking in the adjacent neighborhoods.
Monitoring and Evaluating	Harborview Medical Center has an extensive program of monitoring, evaluating, and reporting transportation conditions.	Using the tools and policies listed above, Harborview Medical Center will continue to monitor and report on its progress toward meeting the revised TMP goal of limiting SOV travel during the AM peak period in compliance with CTR and MIMP Annual Report requirements.	

TABLE 06 – TMP ELEMENTS AND STRATEGIES

VI. 23.76.058.D Rules for specific Council land use decision

The City Council may waive or modify applicable development standards, accessory use requirements, special use requirements and conditional uses criteria for public projects not meeting Development standards.

This 2024 MIMP major amendment includes modifications to development standards related to:

- *Expanding MIO Boundary*
- *Increasing maximum building height to 320' west of the private roadway known as 8th Avenue*
- *Relocation of two helipads permitted as conditional use from View Park II to rooftop of planned new patient tower*
- *Increasing FAR from 3.6 to 6.0*
- *Reducing open space goal from 20% to 12%*

APPENDIX

VII. 1999 / 2000 MIMP Council Conditions

City Council Condition #1

The maximum campus development density standard for the Harborview MIO should be increased from the FAR 3.4 proposed by Harborview, to 3.6 in order to allow greater flexibility for future in-fill development and greater utilization of the allowable height in the MIO. The total campus site area is 594,480 sq. ft., so the FAR of 3.6 would result in a total building area of 2,140,128 sq. ft.

See section II Development Standards, sub-section a. Zoning for MIO boundary increase and sub-section b.1 for Basic Standards FAR increase. The new campus MIO is 613,759 sq ft. The new FAR increase from 3.6 to 6.0 results in a total building area of 3,682,554 sq ft.

City Council Condition #2

Harborview is encouraged to explore possible structural methods and funding options for increasing the load bearing capacity of underground garage structures to accommodate the possible future development above the garage structures, recognizing that there are significant uncertainties in predicting future Harborview development and City code requirements.

This Major Amendment identifies View Park I Garage as a demolition and future development site for “Planned” new acute inpatient hospital, which will include structural parking. The existing View Park II garage will be reserved for future “Potential” development with the Major Amendment. Potential dates and phasing of future “Potential” projects is yet undefined.

City Council Condition #3

The proposed development shall be phased as identified in the proposed Master Plan. However, the possible implementation of the Master Plan alternatives considered in the EIS may require further analysis and will not be processed as exempt changes to the Master Plan. All changes to the Master Plan are subject to the requirements of SMC23.69.035.

The issue addressed by this Condition has been superseded by the construction of structures anticipated in the 1999 MIMP and the completion of environmental review of this Major Amendment. There is only one Planned Project within the Major Amendment, and its environmental impacts have been fully analyzed in the EIS. The environmental impacts of the Potential Projects identified in the MIMP have also been studied both in the 1999 FEIS and the current EIS. They will be subjected to project-level review when the County applies for permits.

City Council Condition #4

Approval of the Master Plan does not constitute approval of any proposed street vacation(s), including subterranean or aerial vacation for 9th Avenue or of the location of the proposed building across 9th Avenue. The City's decision on the vacation(s) and building location will be made in the context of a street vacation petition(s) to be initiated

by Harborview. If the Council approves the vacation(s) and building location as proposed in the Master Plan through the street vacation process, such approval will constitute Council approval of an amendment to the Master Plan. The Council shall file a copy of any street vacation decisions in Clerk File 303574 and shall pass an ordinance amending the Master Plan to reflect the street vacation decision and subject to any conditions imposed through the street vacation process. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the street vacation decisions are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

RESOLVED: Vacation of 8th Avenue was approved as part of the original Master Plan. Subterranean or aerial vacation of 9th Avenue may be considered in the future. It remains the case that identification of potential vacations in this Major Amendment does not constitute approval of any vacations; Council retains discretion to approve or deny any vacation the County may seek in the future. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the street vacation decisions are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.76.058..

City Council Condition #5

Approval of the Master Plan is not approval of the proposed demolition or any alteration to Harborview Hall or East Hospital (Center Wing). If either of those buildings is nominated and designated as landmarks by the Landmarks Preservation Board (“Board”), the decision to alter or demolish the features and/or characteristics proposed for the nomination and/or designation will be made by the Board based on the Landmarks Preservation Ordinance, SMC 25.12.670.835. The Board shall notify the City Council of any decisions regarding the nomination, designation and/or action on Certificate (s) of Approval for either building. If the Board does not approve the nomination or designation of either building, the Council shall file a copy of Board’s decision (s) in Clerk File 303574 and shall pass an ordinance amending the Master Plan to reflect the Boards’ decision (s). If the Board nominates and designates either building and subsequently approves the alternation or demolition of either building as proposed in the proposed Master Plan, the Council shall file a copy of the Board’s decision (s) in Clerk Fle 303574, and shall pass an ordinance amending the Master Plan to reflect the Board’s decision (s) and subject to any conditions imposed by the Board after the completion of the appeals process as described in SMC 25.12.740.835. An amendment to the Master Plan that meets the conditions described in this section will be deemed to have met the requirements of SMC 23.69.035 and will not require further review and analysis. If the Board’s decision (s) are not consistent with the proposed Master Plan and would require major changes to the Master Plan, such changes may be subject to further review and analysis subject to SMC 23.69.035.

RESOLVED: In 2014 Addendum, a Minor Amendment to the Master Plan was approved by Council and Landmarks Preservation Board. The Minor Amendment confirmed and designated the East Hospital/Center Wing as landmarked. The 2014 Addendum, Minor Amendment introduced the rehabilitation of Harborview Hall. The proposed action of the 2014 Addendum, Minor Amendment included a

buttress building alteration to the East side of Harborview Hall, seismic upgrade and restoration of existing Harborview Hall along with demolition of Facility Building located along Terrace Street and the installation of a community plaza in its place.

City Council Condition #6

Construction of the Buttress Building for the East Hospital/Center Wing upgrade (structure “G” in Figure 12 page 45, Compiled Master Plan), if approved through the Landmarks and street vacation process, shall be subject to the conditions required through those processes.

RESOLVED: This proposal was denied by the Landmarks Preservation Board and Council in lieu of designating East Hospital/Center Wing as a Landmark structure.

City Council Condition #7

Construction of the Inpatient Expansion Building (Structure "F" in Figure 8, page 29, MIMP, Exhibit 3A) (page 30 in this document), buttressing East Hospital and bridging over 9th Avenue, if approved through the Landmarks and street vacation processes, shall be subject to the conditions required through those processes.

RESOLVED: Construction of the Maleng Tower and skybridge over 9th Avenue (Structure “F” in Figure 8, page 29 of the 1999/2000 compiled Master Plan, Exhibit 3A) was approved by Landmarks Preservation Board, Council and SDCI (former DCLU). The Maleng Inpatient expansion building and skybridge over 9th Avenue of 285,216 sq ft was completed in 2012.

City Council Condition #8

The Clinical Services Building (Structure “A1” in Figure 8, page 30, compiled Master Plan) shall be subject to the following conditions regarding the street profile along that portion of James Street: that the width of the existing travel lanes on James Street be maintained between any tree pits and utility poles which might still exist, and the building facades for the sidewalk developments; and that the area from the curb be designed to accommodate tree-pits and utility poles.

RESOLVED: The Clinical Service Building (Structure “A1” in Figure 8, page 30, 1999 / 2000 compiled Master Plan) was constructed in 2008. The structure ultimately occupies the full block between James and Jefferson Streets and 9th and Terry Avenues. The building is 764,347 sq ft, of which 453,259 sq ft is occupied, and 311,088 sq ft is below grade parking garage.

City Council Condition #9

The Seattle Design Commission shall be given a full opportunity to review and make recommendations on any proposed street vacations associated with Master Plan projects as part of the street vacation process. Nothing in Master Plan approval shall be construed as prejudging or superseding the street vacation process or diminishing the Commission's role in that process.

RESOLVED: No additional street vacations are proposed as part of this Major Amendment to the 1999 MIMP. However, should Harborview petition for vacation of one of the rights-of-way identified in the MIMP Major Amendment as potential vacations, the Seattle Design Commission will exercise its usual role in accordance with City policy.

City Council Condition #10

The Landmarks Preservation Board shall review and decide on any application (a) for landmarks nominations and designations for potential landmarks and subsequent Certificates (s) of Approval on any Master Plan project affecting a nominated or designated landmark. Nothing in this Master Plan approval shall be construed as prejudging or superseding the Landmarks Preservation Ordinance processes or diminishing the Board's role in those processes.

RESOLVED: East Hospital / Center Wing was nominated and designated for the Landmarks Preservation Board Landmark Certification in the 1999 MIMP process. The nomination of Harborview Hall to the Landmark Preservation Board was denied in 2009. In 2014, an Addendum (Minor Amendment) was introduced and approved to preserve and rehabilitate with expansion of a buttress the Harborview Hall. No additional nominations are considered at this time.

City Council Condition #11

The garage entry scheme included in the final Harborview Master Plan shall be approved subject to the following conditions: 1) that any access to the garage system from Terrace Avenue shall be limited to permit holder entry only and intended exclusively for staff parking, and 2) that traffic calming features be installed on both Terry Avenue and Terrace Street including curb-bulb extensions at the intersection of Terry Avenue and Terrace Street and possible speed bumps on Terrace Street. Consideration should be given to prohibiting or limiting a garage entrance on James Street in order to be consistent with the street's classification as a principal arterial. Consideration should also be given to providing only limited garage access on Terry Avenue south of Jefferson Street due to Terry Avenue's narrow travel lanes and its designation as a Key Pedestrian Street.

RESOLVED: Through the design and construction of The Clinical Services Building (Structure "A1" in Figure 8, page 30, compiled Master Plan) commonly referred to as Ninth and Jefferson Building. The primary garage entry to this building is off Terry Avenue.

City Council Condition #12

Subject to the availability of sufficient funding and no significant interference with underground utilities, Harborview shall explore the possibility of underground connections between the three proposed underground garages on the northeast, northwest, and southeast corners of 9th Avenue and Jefferson Street in order to facilitate underground vehicle circulation and maximum parking efficiency. Harborview shall develop and implement a parking management plan (to the satisfaction of SDCI “formerly DCLU” at time of writing) for the design and operation of the garages in a manner that minimizes traffic impacts on local streets.

RESOLVED: Harborview has established a Transportation & Parking Management Plan which is updated annually.

City Council Condition # 13

Development shall be limited to the MIO zoning, height, setbacks and other development standards established in the Master Plan.

This condition continues to apply and Harborview will comply.

City Council Condition # 14

Demolition of the 64 housing units for the Planned Projects is subject to the following conditions. Harborview shall:

- *Provide one-for-one replacement housing of all units prior to demolition of the existing units; Provide the replacement housing units within the First Hill/Capitol Hill Urban Center boundary, with a preference for locations within the First Hill Urban Center Village boundary;*
- *Replace the units with substantially the same sizes of units and affordability levels, as measured at the time of MIMP approval; D Ensure that the replacement units are available for a period of ten years;*
- *Develop the replacement housing units without City funds, except for possible short-term City financing which must be reimbursed by Harborview/King County;*
- *Provide the replacement units through rehabilitation of a vacant building, construction of a new building, or preservation of existing federally-assisted units that are losing federal funding, but not through any other means of displacement of existing housing units; and*
- *Provide relocation assistance as required by City regulations, but if tenant relocation costs exceed the amount provided under the City's Tenant Relocation Assistance Ordinance, Harborview will provide relocation assistance of up to 50% above the private contribution required by the City through the Tenant Relocation Assistance Ordinance.*

RESOLVED: Addressed during mitigation of the 1999 MIMP. No further action is required.

City Council Condition #15

In its examination of potential sites for replacement housing, Harborview shall investigate and evaluate the potential to locate some of this housing on the site of the surface parking lot between Terry Terrace and the Broadmore Apartments. The maximum number of units allowed by zoning should be calculated and economic feasibility considered.

RESOLVED: Addressed during mitigation of the 1999 MIMP. No further action is required. Broadmore Apartments are now referred to as 423 Terry Avenue.

City Council Condition #16

The minimum percentage of the MIO District to remain in open space is 20%. (This calculation is based on the amount of open space provided by; 1) the "Westside" landscaped open space on top of the existing west garage with both landscape and hardscape and a viewpoint; and 2) the required setback areas, which will be landscaped or hardscaped and pedestrian amenities.)

Addressed in this Major Amendment: The revised open space percentage included in this Major Amendment is 12%. The proposed open space is comprised of:

- **The 2014 MIMP Addendum Open Space is located east of Harborview Hall bordered by Terry and Terrace Avenues.**
- **Plazas, landscape setbacks, pedestrian walkways, and landscape street rights-of-way.**
- **Open space and landscaping will be developed as part of individual planned and potential projects and will contribute to the broader integration of the campus into the adjacent neighborhoods. Landscape requirements of the underlying zoning and permit requirements for setbacks, frontage and right-of-way improvements will be maintained. This may include offsite improvements to meet the open space and landscape goals noted above.**

VIII. 1999 / 2000 SEPA CONDITIONS

The DCLU Director recommended an extensive list of conditions to mitigate environmental impacts identified with the proposed Master Plan. The list of 63 conditions that follows is adopted from the Director's recommendations with a few alterations by the Hearing Examiner and finally by the City Council.

Energy:

SEPA 1. The planned and Potential Projects shall be designed to incorporate requirements of the Seattle Energy Code.

Condition continues to apply after Major Amendment

SEPA 2. In new construction, mechanical systems shall be braced to comply with standards for critical facilities in active seismic zones. The existing mechanical systems should also be braced throughout the facilities as part of proposed renovations.

Condition continues to apply after Major Amendment

Environmental Health:

SEPA 3. Harborview shall continue to implement, monitor and update the Harborview Hazardous Materials and Waste Management Plan and specific programs to minimize hazard risks and comply with all applicable laws, regulations, standards and policies related to hazardous materials. Harborview shall maintain an environmentally responsible waste management stream that protects the public interest in the collection, transportation, processing and disposal of hazardous/medical wastes. Harborview shall continue annual effectiveness evaluations and modify the waste management plan as appropriate.

Condition continues to apply after Major Amendment

SEPA 4. Harborview shall comply with the requirements of the Seattle Noise Ordinance (SMC 25.08).

Condition continues to apply after Major Amendment

SEPA 5. Harborview shall ensure that building-related noise sources such as heating, ventilating and air conditioning equipment and emergency generators are designed and operated within the noise levels permitted by the Seattle Noise Ordinance.

Condition continues to apply after Major Amendment

SEPA 6. Harborview shall orient parking facilities, loading areas, material transfer and waste facilities away from noise sensitive residential uses where feasible, and provide adequate acoustical buffers to reduce noise exposure, where feasible.

Condition continues to apply after Major Amendment

SEPA 7. Harborview shall install acoustic baffles for sound control on HVAC equipment and fans.

Condition continues to apply after Major Amendment

SEPA 8. Harborview shall continue to implement policy of "shutting-down" emergency vehicle sirens within two blocks of the hospital (for both arriving and departing emergency vehicles), except when prevented by safety/traffic conditions.

Condition continues to apply after Major Amendment

Land Use:

SEPA 9. Harborview shall locate the most intensive and people generating functions away from residential buildings.

Condition continues to apply after Major Amendment

SEPA 10. Harborview shall improve the quality of landscaped open space in the proposed open spaces.

Condition continues to apply after Major Amendment

SEPA 11. Harborview shall buffer and screen potentially objectionable views of support and service uses by landscaping, walls, and fences.

Condition continues to apply after Major Amendment

SEPA 12. Harborview shall provide opportunity for street-level retail space in the Clinical Care Services Building along James Street between 9th Avenue and Terry Avenue.

RESOLVED: Through the design and construction of The Clinical Services Building (Structure "A1" in Figure 8, page 30, compiled Master Plan) commonly referred to as Ninth and Jefferson Building.

SEPA 13. Harborview shall increase street level setbacks to widen sidewalks that encourage pedestrian activity/uses along James Street.

RESOLVED: Through the design and construction of The Clinical Services Building (Structure "A1" in Figure 8, page 30, compiled Master Plan) commonly referred to as Ninth and Jefferson Building.

Housing:

SEPA 14. Harborview shall replace all 64 affordable housing units lost under the Proposed Action.

RESOLVED: Harborview replaced all 64 affordable housing units to the satisfaction of City Staff. No further action is required. No additional housing units will be lost with Major Amendment.

SEPA 15. Harborview shall provide tenant relocation assistance to eligible tenants per applicable local requirements.

RESOLVED: Harborview provided all required tenant relocation assistance. No further action is required. No additional housing units will be lost with Major Amendment.

SEPA 16. Harborview shall allow access by neighborhood residents to the open space plaza.

- **The 2014 MIMP Addendum Open Space is located east of Harborview Hall bordered by Terry and Terrace Avenues.**
- **Plazas, landscape setbacks, pedestrian walkways, and landscape street rights-of-way.**
- **Open space and landscaping will be developed as part of Planned and Potential Projects and will contribute to the broader integration of the campus into the adjacent neighborhoods. The new open space will be open to the public.**

SEPA 17. Harborview shall continue to work with First Hill institutions, churches, social service providers and governmental agencies in the development of additional housing opportunities.

Condition continues to apply after Major Amendment

Light, Glare and Shadows:

SEPA 18. Exterior lighting fixtures shall be shielded or directed away from adjacent residential uses.

Condition continues to apply after Major Amendment

SEPA 19. Lighting poles shall be located away from and/or at heights compatible with residential development, to the extent feasible.

Condition continues to apply after Major Amendment

SEPA 20. Screening and shading devices shall be installed to reduce or-eliminate spillover lighting, particularly across from sensitive residential receivers, to the extent feasible.

Condition continues to apply after Major Amendment

SEPA 21. Glass and building materials shall be used that are not highly reflective to avoid creating glare.

Condition continues to apply after Major Amendment

SEPA 22. Building facades shall be designed with wall and glazing articulation and recesses to avoid large expanses of uniform surfaces. Spandrels, mullions and architectural detailing could lessen the effect of reflective glare from both artificial and natural light.

Condition continues to apply after Major Amendment

SEPA 23. Landscaping shall be included to diffuse and obscure light and glare impacts.

Condition continues to apply after Major Amendment

SEPA 24. To avoid having buildings shade landscaped open spaces, solar exposure and potential adjacent building sun blockage shall be considered in the design of all the proposed campus open spaces.

Condition continues to apply after Major Amendment

Aesthetics:

SEPA 25. Techniques to reduce the apparent scale of new buildings (e.g., architectural detailing, modulation, step-backs, materials, etc.) shall be incorporated into building designs. Building design shall seek to soften the appearance of structures. Pedestrian scaled improvements shall be included at street level.

Condition continues to apply after Major Amendment

SEPA 26. Retail and pedestrian oriented functions shall be included on James Street pedestrian corridors and blank facades/massive structures in the neighborhood context shall be avoided.

Continue to address: The design and construction of The Clinical Services Building (Structure "A1" in Figure 8, page 30, compiled Master Plan) commonly referred to as Ninth and Jefferson Building is completed and comply with this condition. Major Amendment includes no further planned or potential on James Street pedestrian corridors.

SEPA 27. Lighting and graphics that reduces the appearance of building bulk and scale shall be incorporated into new structures.

Condition continues to apply after Major Amendment

SEPA 28. To break-up building groupings and collective massing, pedestrian connections shall be maintained through the campus and with the neighborhood (such as at the "campus heart").

Condition continues to apply after Major Amendment

SEPA 29. Landscaping shall be included to soften building scale and to create amenities.

Condition continues to apply after Major Amendment

SEPA 30. The design of each building approved under this Master Plan shall be stylistically consistent with the design of the existing structures on the Harborview

Condition continues to apply after Major Amendment

Historic/Cultural:

Harborview Hall Demolition Mitigation

SEPA 31. Compliance with the Landmarks Preservation Ordinance (SMC 25.12) will constitute compliance with the SEPA Landmarks Policy. Nothing in this Master Plan approval shall be construed as prejudging or superseding the landmark review process as specified in the landmarks preservation Ordinance or diminishing the Landmarks Board's role in that process.

RESOLVED: East Hospital / Center Wing was nominated and designated for the Landmarks Preservation Board Landmark Certification in the 1999 MIMP process. The designation of Harborview Hall as a Landmark in 2014 was not approved. The 2014 Addendum to preserve, renovate and modify with expansion of a buttress the Harborview Hall was incorporated into the MIMP.

SEPA 32. If, following the procedures of the Landmarks Preservation ordinance, Harborview proceeds with demolition of Harborview Hall and/or the East Hospital Center Wing, Harborview shall abide by all conditions or requirements imposed by that decision.

RESOLVED: East Hospital / Center Wing was designated a City Landmark in 2011 (Ord. 123557). The nomination of Harborview Hall to the Landmark Preservation Board was denied in 2014 in lieu of an Addendum to preserve, renovate and modify with expansion of a buttress the Harborview Hall. No additional nominations are considered as part of this Major Amendment.

East Hospital Mitigation

SEPA 33. If this building is retained, the buttress expansion structure shall be designed to have similar vertical emphasis and cladding, as the existing building and efforts shall be made to retain the exterior appearance (including the entry and ornament).

RESOLVED: East Hospital / Center Wing was designated a City Landmark in 2011 (Ord. 123557). Seismic stabilization for Center Wing remains a potential project in this major amendment. The nomination of Harborview Hall to the Landmark Preservation Board was denied in 2014 in lieu of an Addendum to preserve, renovate and modify with expansion of a buttress the Harborview Hall. No alternative other than buttress to seismically stabilize Harborview Hall have been considered. Seismic stabilization of Harborview Hall remains a potential project in this Major Amendment.

Transportation and Parking:

SEPA 34. Harborview shall comply with terms of the TMP to reduce the number of Harborview commuter trips in employee single occupancy vehicles to forty-five percent (45%) of the total number of weekday, day shift commuter trips. Enhancements shall be proposed to Harborview's TMP that would likely result in additional reductions in the employees' use of single-occupant vehicles for commuting. The TMP identifies strategies and actions that are intended to reduce parking and traffic demands associated with projected growth at the Harborview campus. The proposed TMP is described in the Major Institution Master Plan document with the following elements: a building transportation coordinator, periodic promotional events, commuter information centers, ride-matching service coordination, parking fees, carpool/vanpool subsidy, carpool/vanpool preferential parking, transit pass subsidy, University of Washington Health Sciences Shuttle Services, First Hill Express, bicycle racks and lockers, motorcycle parking spaces, residential parking zones, guaranteed ride home, telecommuting, pedestrian access, evaluation criteria, and annual reporting.

SEPA 35. Harborview shall submit the required annual TMP reports to SeaTran by March 1st every year.

SEPA 36. Additional analysis of access and traffic operations at the garage entrances shall be conducted as the specific designs for the garage elements of the Planned Projects are refined and finalized.

The TDR and EIS evaluate multiple access configurations. The building entry points will be evaluated as the design progresses.

SEPA 37. The garages shall be managed to minimize the need for movement between the garages.

No change in response.

SEPT 38. The signal-timing pattern shall be reviewed as warranted for the James Street corridor as traffic from the hospital and other sites are added to the street system intersecting James Street.

The EIS evaluated the James Street Corridor. The detailed analysis worksheets are included in the TDR.

SEPA 39. A project-level environmental review of transportation, if not already contained in the FEIS, shall be conducted for the Potential Projects elements and phases as the design and schedule for each are finalized. Impacts to be addressed should include those resulting from increased traffic, parking generation and access to/from garages that would be generated by the proposed new facilities.

Planned and Potential level projects are evaluated as part of the EIS.

SEPA 40. To the extent feasible, traffic shall be diverted from Terry Avenue to other arterial streets including Boren Avenue. Measures to accomplish this diversion could include: curb bulbs and chokers; traffic circles; maintain on-street parking (to reduce effective street width); speed bumps; “Do not enter – Local access only” signs; and restrictive speed zones.

No additional measures have been identified.

Public Services and Utilities:

SEPA 41. The Seattle Police Department’s Crime Prevention Through Environmental Design (CPTED) techniques shall be employed when projects are designed, to the extent it is feasible.

CPTED is still operative. <https://www.seattle.gov/police/crime-prevention/cpted> The website states the Crime Prevention Coordinator for the area can provide a free security assessment, upon request. Harborview will consult with SPD, reviewing design plans to determine consistency with CPTED.

SEPA 42. Adequate lighting shall be provided and clear sight lines to reduce hiding places for criminal activity.

Harborview will comply with the applicable lighting requirements. Consistency with the lighting plan and determination of clear sight lines occurs during site plan review.

SEPA 43. Pedestrian scaled street illumination shall be provided so that sidewalks are well lit, particularly where vegetation/mature street trees block street light pole lighting.

Harborview will comply with the applicable lighting requirements. Consistency with the lighting plan and determination of clear sight lines occurs during site plan review.

SEPA 44. Street trees shall be pruned and vegetation cleared to improve visibility of pedestrian walkways and spaces.

Landscape plan review and condition of approval. Site plan and operations issues.

SEPA 45. Extended hour activities at street level shall be increased and visual access shall be designed from buildings to exterior locations.

Activities are an operational matter. Architect needs to address visual access from buildings to exterior.

SEPA 46. Facilities and outdoor spaces shall be designed to allow natural surveillance, controlled access, and defensible space.

Condition continues to apply after Major Amendment

SEPA 47. Harborview security services shall be continued, including employee escorting.

Condition continues to apply after Major Amendment

SEPA 48. All new construction shall comply with applicable Seattle Fire Code and Uniform Building Code requirements.

Major Amendment will continue to comply with current technical codes

SEPA 49. The Seattle Fire Department shall be notified of any extended street and/or alley closures or blockage during construction of Master Plan projects.

Condition continues to apply after Major Amendment

SEPA 50. Construction material storage and waste materials/debris shall not be accumulated for long periods of time to avoid possible fire hazards.

Condition continues to apply after Major Amendment

SEPA 51. Harborview shall coordinate mitigation of utility impacts with the responsible agencies.

Condition continues to apply after Major Amendment

Short Term Construction Conditions:

Prior to Commencement of any Demolition or Construction

SEPA 52. The excavation contractor shall provide a truck management plan to the SeaTran Permit office for approval and identify demolition and excavation disposal sites.

Condition continues to apply after Major Amendment

SEPA 53. In order to ensure that construction workers do not park on the street and do not usurp existing off-street parking on parking lots within Harborview's primary impact area, Harborview shall prepare and distribute to all construction workers a flyer that includes: a map of the available parking lots, rates; the restrictions for lots located outside the primary impact area identified in the Draft Environmental Impact Statement for Harborview's Major Institution Master Plan; and explanation that construction workers must park outside the primary impact area, that no on-street parking by construction workers is allowed. Harborview shall require contractors to secure parking for their construction workers outside the primary impact area.

Condition continues to apply after Major Amendment

During Construction

The following condition(s), to be enforced during construction, shall be posted at the site in a location visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions shall be printed legibly on placards available from DCLU, shall be laminated with clear plastic or other weatherproofing material, and shall remain in place for the duration of the construction.

SEPA 54. The flyer described in condition number #63 shall be distributed to all current construction workers and any future workers hired.

Condition continues to apply after Major Amendment

SEPA 55. The following low noise impact work will be permitted on Saturdays from 9:00 am to 5:00 pm. Requests to do work described below in the weekday evenings (6:00 pm to 8:00 pm) will be reviewed on a case-by-case basis. DCLU approval is required prior to any such occurrence.

Condition continues to apply after Major Amendment

All work on-site shall be fully supervised by Harborview or King County on-site construction personnel who will ensure that Saturday construction is of a non-noisy nature and report back to the Land Use Planner with written confirmation of agreement to the construction hours by the subcontractors. DCLU Construction Inspections will conduct periodic monitoring of work activity and noise levels.

Surveying and layout - This requires no noise generating equipment and requires two or three people walking around the project.

Stocking with crane - The crane is electric and requires four people to work with the crane

Other ancillary tasks - This includes: site security; surveillance; and monitoring and maintenance of weather protection, water dams, and heating equipment.

Concrete work - This includes finishing and setting.

SEPA 56. Critical quiet construction activities, which are of an emergency nature that are related to issues of safety, or which could substantially shorten the total construction time frame if done after the regular construction crew has left, will be allowed. In order to accommodate the needs of the Hospital and ensure that the construction activities will not have adverse impacts on the nearby residential uses, requests to extend the hours of construction on weekdays from 6:00 pm to 8:00 pm shall be reviewed on a case-by-case basis and approved by DCLU prior to each occurrence. DCLU Construction Inspections will conduct periodic monitoring of work activity and noise levels.

Condition continues to apply after Major Amendment

SEPA 57. Quiet non-construction activities that can be done at any time such as, but not limited to, site security, surveillance, monitoring for weather protection, checking tarps, surveying, and walking on and around the site and structure will not be limited by the conditions imposed above or below.

Condition continues to apply after Major Amendment

SEPA 58. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all demolition, grading, and construction activities shall be limited to non-holiday weekdays between 7:30 am and 6:00 pm. After each floor of the building is enclosed with exterior walls and windows, interior construction on individual enclosed floors can be done at other times with the written approval of the Land Use Planner and the Director of Construction Inspections of DCLU.

Condition continues to apply after Major Amendment

SEPA 59. Equipment shall be employed on-site that is as quiet as feasible for the work to be performed.

Condition continues to apply after Major Amendment

SEPA 60. Nearby residents shall be advised of the construction schedule, the construction process, and Harborview must provide a contact person to address construction-related

problems, such as noise impacts.

Condition continues to apply after Major Amendment

SEPA 61. Construction schedules shall be coordinated with nearby on-campus research activities, allowing the opportunity to reschedule research or construction activities if conflicts arise.

Condition continues to apply after Major Amendment

SEPA 62. Whenever practical, rubber-tire equipment shall be used instead of equipment with metal tracks. Mufflers shall be provided and maintained for stationary engines. Construction personnel shall limit the extent of unnecessary equipment idling. Air compressors shall be utilized with silencing packages. Preference shall be given to electrically driven and hydraulically driven equipment in place of diesel or pneumatic equipment.

Condition continues to apply after Major Amendment

For the life of the Project:

SEPA 63. Harborview shall consider the input of the standing committee on future projects once those projects are detailed.

Condition continues to apply after Major Amendment

Additional SEPA review, whether through addenda, checklists, or supplemental EIS's may be required for individual projects as determined appropriate by the DCLU Director, depending on whether the scope of anticipated environmental impacts exceeds those described in the FEIS, and whether adopted mitigation is deemed adequate. Proposed developments not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permits. Additional environmental review may also be required for those proposed developments, which were reviewed at the project level in the FEIS if there are changes to the preferred or alternative building sites, programs or designs, which in- the judgment of the Director of DCLU would result in substantially different environmental impacts than are described in the FEIS. This information may be provided as addendum(s) to the FEIS, unless the DCLU Director determines that supplemental EIS(s) are necessary.

IX. INDEX OF TABLES & FIGURES

TABLE 01 – CONTENT OF MASTER PLAN

TABLE 02 – SMC UNDERLYING LAND USE ZONE

TABLE 03 – HARBORVIEW FAR CALCULATION – EXISTING MIO SF PLUS WSDOT SF, SPENT FAR & REMAINING FAR TO USE.

TABLE 04 – OTHER FIRST HILL HEALTHCARE MIO FAR

TABLE 05 – HMC PARKING REQUIREMENTS

TABLE 06 – TMP ELEMENTS AND STRATEGIES

FIGURE 00 – EXISTING MILITARY GRADE HELIPAD TO REMAIN

FIGURE 01 – UNDERLYING LAND USE ZONE MAP

FIGURE 02 – UNDERLYING HR (M) SETBACKS (SMC 23.45.518 MULTIFAMILY SETBACKS AND SEPARATIONS)

FIGURE 03 – INSTITUTIONAL SETBACK STANDARDS

FIGURE 04 – MIO HEIGHT DESIGNATION WITHIN EXISTING MIO DISTRICT BOUNDARY

FIGURE 05 – MIO DISTRICT HEIGHT INCREASE IN ZONE WEST OF THE PRIVATE ROADWAY KNOWN AS 8TH AVENUE & INCLUSIVE OF MIO EXPANSION

FIGURE 06 – OTHER FIRST HILL HEALTHCARE INSTITUTIONAL MIO OPEN SPACE

FIGURE 07 – HARBORVIEW CAMPUS OPEN SPACE – EXISTING AND PROPOSED

FIGURE 08 – EXISTING MIO DISTRICT WITHIN CITY NEIGHBORHOOD FABRIC

FIGURE 09 – EXISTING MIO BOUNDARY

FIGURE 10 – MIO DISTRICT BOUNDARY WITH ADJOINING WSDOT ACQUISITION

FIGURE 13 – 2024 MIO DISTRICT BOUNDARY INCLUDING WSDOT ACQUISITION

FIGURE 14 – CROSS SECTION OF HEIGHT MEASUREMENT FOR PLANNED NEW TOWER

FIGURE 15 – EXISTING DEVELOPMENT COMPLETED SINCE 1999 MIMP APPROVAL

FIGURE 16 – EXISTING OPEN SPACE WITHIN THE MIO DISTRICT BOUNDARY

FIGURE 17 – PROPOSED OPEN SPACE WITHIN THE EXPANDED HARBORVIEW MIO DISTRICT

FIGURE 18 – COMPARISON TO OTHER HEALTHCARE MIO DISTRICTS ON FIRST HILL

FIGURE 19 – TEMPORARY INTERIM OPEN SPACE

FIGURE 20 – POTENTIAL INTERIM OPEN SPACE (FOLLOWING DEMOLITIONS OF EAST CLINIC)

FIGURE 21 – PEDESTRIAN CONNECTIONS TO ADJACENT NEIGHBORHOODS

FIGURE 22 – PRIMARY STREETS SURROUNDING THE HARBORVIEW MIO DISTRICT

FIGURE 23 – EXISTING CURB DESIGNATION

FIGURE 24 – AREA TRANSIT STOPS

FIGURE 25 – EXISTING PARKING & LOADING DOCK FACILITY ENTRANCES WITHIN THE MIO DISTRICT

FIGURE 26 – ASSESSOR'S MAP PROPERTIES OWNED BY KING COUNTY/HARBORVIEW MEDICAL CENTER

FIGURE 27 – 3D IMAGE OF EXISTING AND PLANNED NEW PATIENT TOWER

FIGURE 28 – 3D BIRD'S EYE IMAGE OF POTENTIAL PROJECTS

FIGURE 29 – AERIAL OF NEW LOOP DRIVE LANE

FIGURE 30 – NEW LOOP DRIVE LANE ELEVATION SECTION

FIGURE 31 – KPFF DIAGRAM OF UTILITY RELOCATION

FIGURE 32 – KPFF CONCEPTUAL SCL UTILITY VAULT EXPANSION

FIGURE 33 – PLANNED NEW TOWER PROJECT
FIGURE 34 – PRIMARY STREETS SURROUNDING THE HARBORVIEW MIO DISTRICT
FIGURE 35 – FUTURE POTENTIAL PROJECTS
FIGURE 36 – SITE PLAN OF TERRY/TERRACE COMMUNITY PLAZA AND STREET IMPROVEMENTS (FROM TERRY AVENUE VISION PLAN)
FIGURE 37 – TERRY AVENUE STREET CONCEPT (FROM TERRY AVENUE VISION PLAN)
FIGURE 38 – VEHICLE/NON-MOTORIZED CIRCULATION AND ACCESSIBILITY

ADDENDUM

to the

Harborview Medical Center Final EIS

prepared for

**Harborview Hall Adaptive
Reuse Development**

MUP Project # 3016021

**King County
Department of Executive Services**

This EIS Addendum has been prepared in compliance with the State Environmental Policy Act of 1971 (SEPA) (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code) and King County Environmental Procedures (Chapter 20.44, King County Code), which implement SEPA.

**Date of Issuance of this EIS Addendum
August 31, 2014**

PREFACE

The purpose of this EIS Addendum is to provide information concerning site-specific development that is proposed as the Harborview Hall Adaptive Reuse development.

The Seattle Municipal Code, SMC Chapter 23.69, governs medical major institutions, including the Harborview Medical Center (Harborview). Harborview is owned by King County (County).

Harborview is required to adopt a major institution master plan (MIMP) in order to balance the needs of the major institution to develop facilities for the provision of health care with the need to minimize the impacts of such development on the surrounding neighborhoods. The City of Seattle (City) adopted the original MIMP for Harborview in April 1988 with Ordinance No. 113894.

In April 1998, the County began the process to establish a new Harborview MIMP. As part of that effort, the County's Department of Construction and Facilities Management (predecessor of the County's Department of Executive Services, Facilities Management Division (FMD)) issued a Harborview Medical Center Draft Environmental Impact Statement (DEIS).

The County issued the Harborview Medical Center Final Environmental Impact Statement (FEIS) on November 12, 1999. The DEIS and FEIS (collectively, the Harborview Medical Center EIS) identifies and evaluates probable, noteworthy environmental impacts that may result from adoption and implementation of the revised Harborview MIMP.

The Harborview Medical Center EIS evaluated a range of possible changes to the Harborview MIMP, including future development at a maximum campus density of 3.6 floor area ratio (FAR). The total Harborview campus area is 594,480 sf., so the maximum 3.6 FAR would result in a building area of 2,140,128 sf. The Harborview Medical Center EIS evaluated the potential demolition of the 11-story Harborview Hall (95,000 sf.), planned new building development of 442,900 sf. (172,154 sf. net new) and the potential development of 526,000 sf. of buildings for the Harborview campus, including the proposed Harborview Hall Adaptive Reuse development site.

Recognizing the need for flexibility in planning for a major institution, the Harborview Medical Center EIS also studied alternatives that provided for increased intensity in the core campus by locating and configuring the proposed uses differently than the planned and potential projects.

An addendum is an environmental document that is used to provide additional analysis or information about a proposal, but does not substantially change the analysis of significant environmental impacts and alternatives in the existing environmental documentation (e.g., the Harborview Medical Center EIS).¹ The probable significant environmental impacts of a 160,000 sf. (65,000 sf. net new) building and 21,000 sf. of open space on the Harborview campus has already been adequately evaluated as part of the Harborview Medical Center EIS. The purpose of this EIS Addendum is to provide additional, detailed analysis and information concerning the project-specific Harborview Hall Adaptive Reuse development (the Proposed Project).

This EIS Addendum is not an authorization for an action, nor does it constitute a decision or a recommendation for action. This EIS Addendum will accompany the Harborview Hall Adaptive Reuse development through the County's and City's review processes and will be considered by County and City officials in making the necessary permitting and approval decisions.

The EIS Addendum is organized into three major sections. The Fact Sheet (starting on page iii) provides an overview of the proposed Harborview Hall Adaptive Reuse project (the Proposed Project) and its location, permits required, and points of contact. Section I (starting on page 1) is a comprehensive description of the Proposed Project; and Section II (starting on page 19) contains an analysis of the environmental impacts associated with the Proposed Project compared with those described in the Harborview Medical Center EIS.

¹ Washington Administrative Code (WAC) 197-11-706; King County Code (KCC) 20.44.070. The adequacy of environmental review provided in the Harborview Medical Center EIS was not challenged. Accordingly, the evaluation of the environmental impacts contained in the Harborview Medical Center EIS is presumed valid for the purpose of this Addendum.

FACT SHEET

Name of Proposal	Harborview Hall Adaptive Reuse
Proponent	King County
Location	The Harborview Hall Adaptive Reuse development is located on the mid-block of Ninth Avenue between Jefferson Street and Alder Street in the First Hill neighborhood of the City of Seattle. The Harborview Hall Adaptive Reuse site address is 326 Ninth Avenue.
Proposed Project	The Proposed Project is the adaptive re-use of the existing 11-story Harborview Hall and the construction of a 7-story infill addition to the eastern façade of Harborview Hall. The Proposed Project will include the demolition of a portion of the existing Harborview Hall structure (50,375 sf.), construction of a 7-story buttress addition (115,625 sf.), demolition of the 6,000 sf. Engineering Services building, 21,000 sf. of landscaped open space along Terry Avenue between Terrace Street and Alder Street and 9,000 cu. yds. of grading. The Proposed Project does not include a change in parking.
Lead Agency	King County, Department of Executive Services
Responsible Official and Contact Person	Kathy Brown, Facilities Management Division Director King County, Department of Executive Services King County Administration Building 500 Fourth Avenue, Suite 800 Seattle, WA 98104 Tel: 206-296-0631 Email: kathy.brown@kingcounty.gov
Addendum To Original Document	This EIS Addendum provides additional site-specific information and analysis concerning the Proposed Project, but does not substantially change the analysis of significant impacts and alternatives that are described in the EIS previously issued for the Harborview Medical Center Major Institution Master Plan.
Master Use Permit	DPD MUP No. 3016021
Required Approvals	Initial study shows that the following permits and/or approvals could be required for the Proposed Project. Additional permits/approvals may be recognized during the review procedure.

■ **City of Seattle**

Department of Planning & Development (DPD)

Permits/approvals associated with the proposed project, including:

- Major Institution Master Plan minor amendment
- Master Use Permit
- Building Permit
- Site Demolition Permit
- Electrical Permits
- Grading/Shoring Permit
- Mechanical Permits
- Certificate of Occupancy
- Comprehensive Drainage Control Plan approval, *if necessary*
- Large-Parcel Drainage Control Plans with Construction Best Management Practices, Erosion and Sediment Control Approval, *if necessary*

Seattle Department of Transportation (SDOT)

- Street Improvements (e.g., sidewalk modifications, curb cuts, alley improvements, etc.)
- Street Use Permits (temporary – construction-related)

■ **King County**

- State Environmental Policy Act compliance
- King County Department of Health Permits

■ **Puget Sound Clean Air Agency**

- Demolition Permit (asbestos removal, if necessary)

Authors and Principal Contributors to this

The Harborview Hall Adaptive Reuse EIS Addendum has been drafted at the direction of King County. In addition to King County staff, the following firms assisted in the study and analysis for this document:

■ **Sabey Corporation** – Earth/Seismic, Landmark, Land Use, Construction/Short-Term Impact

■ **McKinstry** - Energy

■ **The Transpo Group** – Traffic Study

■ **Callison** – Architect, Design and Shadow Studies

Location of Background Data

King County, Department of Executive Services
King County Administration Building
500 Fourth Avenue, Suite 800
Seattle, WA 98104

**Date of Issuance of
This EIS Addendum**

August 31, 2014

**Date of Issuance of the
Final EIS**

November 12, 1999

**Date of Issuance of the
Draft EIS**

April 30, 1999

**Availability/Cost
of this EIS Addendum**

Notification of availability of this EIS Addendum has been distributed to agencies, organizations and individuals noted on the Notification List (Appendix A to this EIS Addendum).

This EIS Addendum is also available for review at the County's Facilities Management Division offices, located at 500 Fourth Avenue, Suite 800. Additional copies may be available at the City's Department of Planning & Development Public Resource Center, which is located in Suite 2000 of the Seattle Municipal Tower in Downtown Seattle (700 Fifth Avenue) and at the Seattle Public Library (1000 Fourth Avenue).

A limited number of complimentary copies of this EIS Addendum may be obtained from the King County Facilities Management Division offices while supplies last. Additional copies may be purchased at the King County Facilities Management Division offices for the cost of reproduction. The Harborview Medical Center EIS may also be available for review at the DPD Public Resources Center and at the Seattle Public Library (1000 Fourth Avenue).

Copies of this EIS Addendum and of the Harborview Medical Center EIS are additionally available for viewing online at:
KingCounty.gov/HarborviewHall

SECTION I

PROJECT DESCRIPTION

A. PROPONENT/PROJECT LOCATION

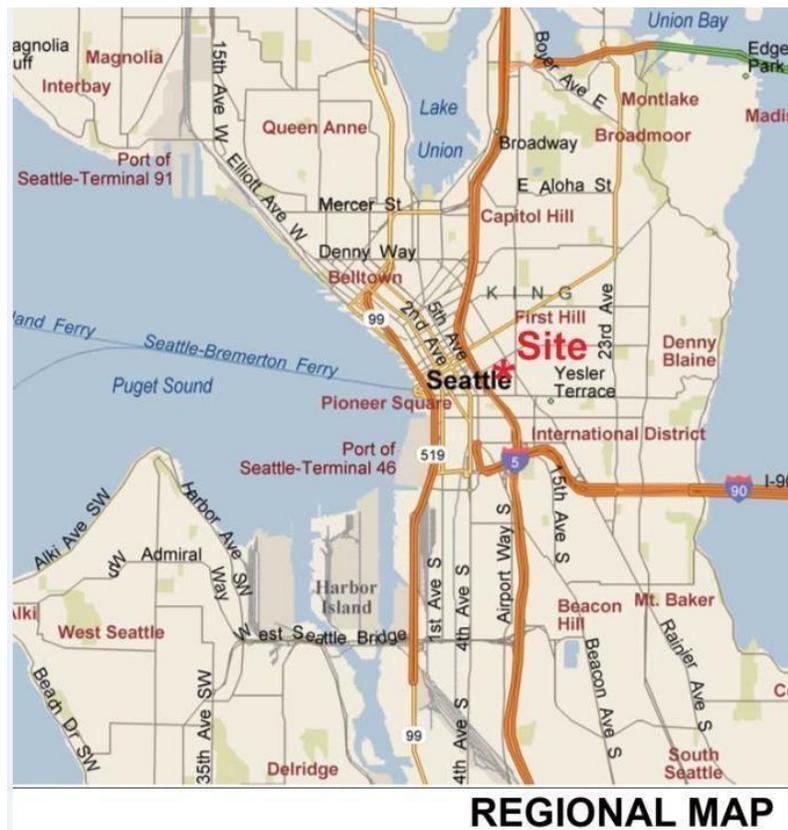
PROponent

The Harborview Hall Adaptive Reuse development is sponsored by King County. The King County Department of Executive Services, Facilities Management Division is the Lead Agency for the environmental review.

PROJECT LOCATION

The Proposed Project will be located in the City of Seattle (City) in the First Hill neighborhood at 326 Ninth Avenue, Seattle, Washington 98104.

Figure 1



The 2.5 acre site will occupy three of the eight platted lots and the vacated Terrace Street that are situated on the western half-block and two of the eight platted lots on the eastern half-block between Ninth Avenue and Terry Avenue. The full block of the site is bounded by Jefferson Street to the north, Terry Avenue to the east, Alder Street to the south and Ninth Avenue to the west.

Figure 2



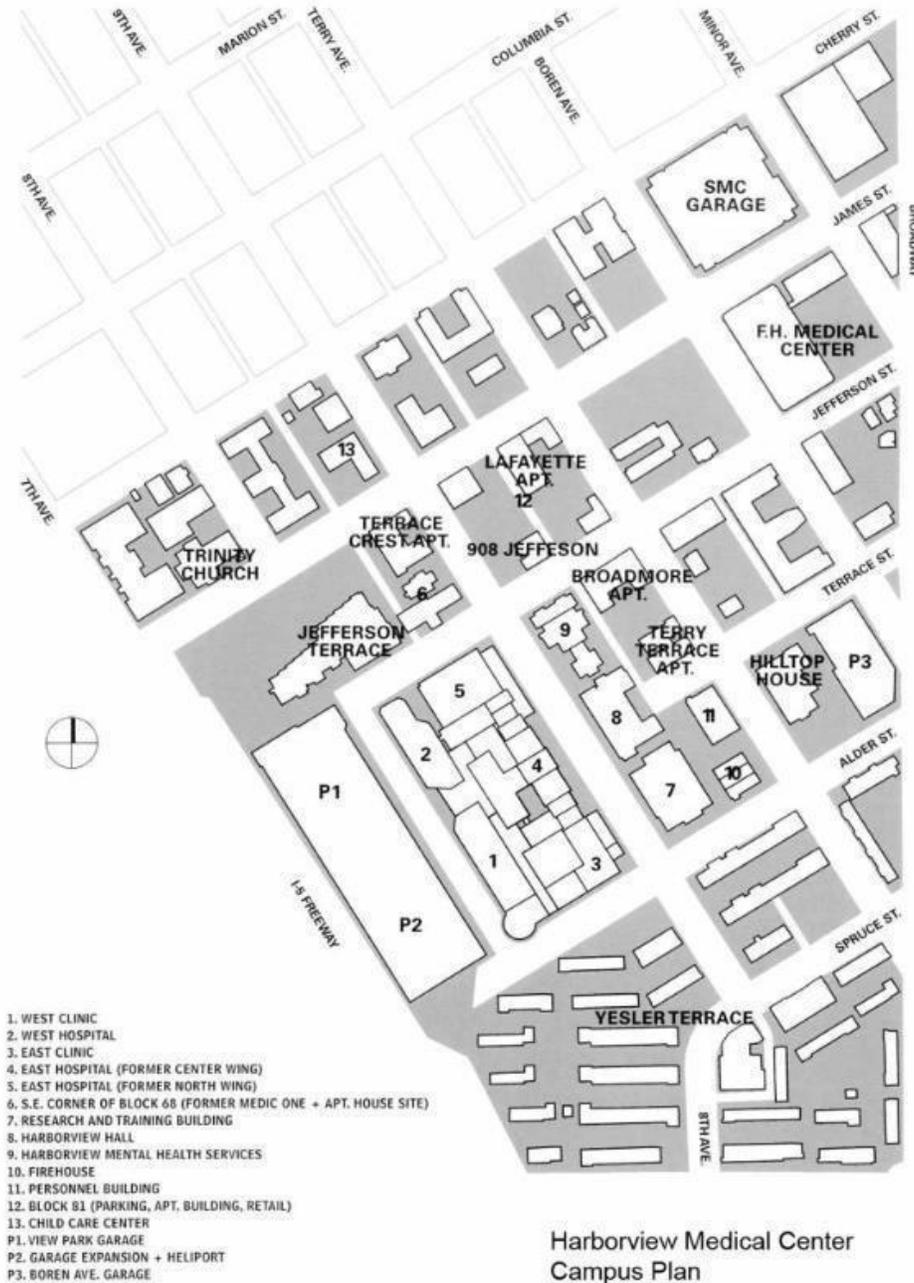
The Proposed Project site (Assessor's Parcel No. 850900220) legal description is:

TERRYS 2ND ADD BLK 81 LOTS 1 & 4 THRU 7 & WLY ½ OF 8 TGW BLK 82 SLY 40 OF LOTS 3 & NLY 40 FT OF LOT 6 & SLY 17 FT OF W 30 FT OF SD LOT 6 & WLY 30 FT OF LOT 7 & LOTS 1-4 5 & 8 & VAC ST ADJ PER VO #58470 TGW BLK 83 LOTS 1-8 & VAC ALLEY ADJ PER VO #112262 TGW 88 LOTS 2-3 & 6-7 & VAC ALLEY ADJ LESS WLY 6 FT OF NLY 77 FT OF SD VAC ALLEY PER VO #114974 – AKA PCL B OF CITY OF SEATTLE LLA #8907305, REC # 9002281294.

EXISTING SITE CHARACTERISTICS

The Proposed Project site currently includes the 11-story Harborview Hall building with exterior storage area and improvements, the 1-story Engineering Services building and site landscaping.

Figure 3
Harborview Medical Center Campus Plan



According to the DPD geographic information system (GIS) data, the Proposed Project site does not contain listed environmentally critical areas.

B. BACKGROUND INFORMATION

This portion of the EIS Addendum provides a summary of several factors that have influenced the Proposed Project.

HARBORVIEW MEDICAL CENTER MIMP

The Seattle Municipal Code, SMC Chapter 23.69, governs medical major institutions. Harborview is a medical major institution required to adopt a MIMP. The City's rationale for the MIMP policy is to balance the needs of the major institution to develop facilities for the provision of health care with the need to minimize the impacts of such development on the surrounding neighborhoods.

A MIMP is a conceptual plan for a major institution consisting of three components: (1) development standards (e.g., setbacks, height limits, open space); (2) development program component (e.g., description of alternative proposals for physical development, including existing and planned future development); and (3) a transportation management program. SMC 23.69.030.

Harborview had an existing MIMP which was adopted by the City in April 1988 with Ordinance No. 113894. In April 1998, King County began the process to establish a new MIMP for the Harborview Medical Center. The MIMP adoption process is governed by SMC 23.69.025 - .036.

HARBORVIEW MEDICAL CENTER EIS

As part of the Harborview MIMP review process, the County's Department of Construction and Facilities Management (predecessor to the County's Department of Executive Services, Facilities Management Division (FMD)) issued a Draft Environmental Impact Statement (DEIS) entitled the Harborview Medical Center Environmental Impact Statement on April 30, 1999.

The County issued the Harborview Medical Center Final Environmental Impact Statement (FEIS) on November 12, 1999. The DEIS and FEIS (collectively, the Harborview Medical Center EIS) identifies and evaluates probable, noteworthy environmental impacts of developing the Harborview Medical Center Campus pursuant to a revised Harborview MIMP.

The Harborview Medical Center EIS evaluated a range of possible Harborview MIMP changes, including several on-site variations to the planned and potential future Harborview Medical Center campus physical development.

The Harborview Medical Center EIS also evaluated the nearer-term (2000-2010) new building development of 442,900 sf. (172,154 sf, net new) (Planned Projects) and the longer-term (2010-2020) development of 526,000 sf. of buildings for the Harborview campus (Potential Projects).

The Planned Projects studied, among other development, the potential demolition of the 11-story Harborview Hall (95,000 sf.) and new building construction of 442,900 sf. (172,154 sf. net new).

The Potential Projects included, among others, a 7-story research building at the west side of Terry Avenue between Terrace and Alder Streets and a potential Terrace Street vacation for open space.

Recognizing the need for flexibility in planning for a major institution, the Harborview Medical Center EIS also studied core campus alternatives that located and configured the proposed uses differently than the Planned and Potential Projects.

The Harborview Medical Center EIS evaluated future development at a maximum campus density of 3.6 floor area ratio (FAR). The total Harborview Campus area is 594,480 sf., so the maximum 3.6 FAR would result in an allowable Harborview Campus total building area of 2,140,128 sf.

The Harborview Medical Center EIS acknowledged that, given the need for flexibility and uncertainties with healthcare, the distinction of Planned and Potential Projects may change and is provided only as a timing sequence. The Harborview Medical Center EIS discussion accordingly provides comprehensive consideration of the overall size and use of these Planned and Potential Projects. The Harborview Medical Center EIS analyzed the potential long-term, short-term and cumulative impacts of the Planned and Potential Projects and alternatives.

The Harborview Medical Center EIS considered these changes in the context of impacts to:

Long-Term Impacts	
Earth/Seismic	Energy/Natural Resources
Environmental Health/Noise	Land Use
Plan/Policy Relationship	Population/Housing
Aesthetics (Height, Bulk and Scale)	Light, Glare and Shadow
Historic Preservation	Transportation
Parking (off and on-street)	Utilities (sewer, water, stormwater)
Short-Term/Construction Impacts	
Earth	Air
Water	Noise
Vehicular and Pedestrian Traffic	Parking

The following is a summary of the type and amount of development envisioned by the Harborview Medical Center EIS relative to the alternatives.

- **Proposal.** Consistent with the City’s guidance for MIMP, the Proposal includes:
 - Six Planned Projects totaling about 442,900 sf. of new construction for approximately 1,000 spaces/353,000 sf. of construction and demolition of about 175,154 sf. of existing space
 - Four Potential Projects totaling approximately 526,000 sf.
 - Seismic upgrades, interior renovations and building updates
 - Campus boundary expansion from a 13.2 acre campus to 13.6 acres

- Multiple street and alley vacations and sky bridge/tunnel permits (below grade, aerial and at-grade)
- Addition of landscaped open space and pedestrian amenities
- Modification/new development standards
- Modification/new transportation management program
- Master plan project variations such as underground garage connections, shifts in new construction/renovation/demolition amounts, changes in specific building measurement/heights/massing

■ **Alternative One.** This alternative suggests not vacating Ninth Avenue (studied as an element of a Planned Action project) and maintaining through traffic.

■ **Alternative Two.** This alternative suggests the addition of below-grade parking with the redevelopment of the Clinical Services building (a Planned Project). The alternative would include a three-level underground garage with roughly 200 parking stalls.

■ **Alternative Three.** This alternative suggests that the Harborview Major Institution Overlay (MIO) district boundary be amended to delete the Boren Street Garage, which is within the existing Harborview MIO boundary under the prior Harborview MIMP.

■ **Alternative Four.** This alternative considers increased building heights/increased intensity that would shift the proposed amount of development to different campus locations. While the total amount of Planned and Potential development program is the same as the Proposal, it is located differently and configured in different building volumes.

■ **Alternative Five.** Pursuant to the SEPA Rules,² this alternative is the “no-action” alternative that would involve no Planned or Potential Projects, no MIMP boundary change and no change to existing development standards or transportation management program.

The Harborview Hall Adaptive Reuse site is within the geographic range that was analyzed in the Harborview Medical Center EIS. In addition, the proposed Harborview Hall Adaptive Reuse development is within the range of actions and impacts that were assessed as part of the Proposal and alternatives, particularly the Increased Height/Increased Intensity alternative, in the Harborview Medical Center EIS.³

² WAC 197-11-440(5).

³ See Aesthetics analysis for Increased Height/Increased Intensity (Alternative Four):

“New development may replace the visual prominence of existing buildings due to their greater heights. **The most intense development core would visually shift to the east side of 9th Avenue at the Harborview Hall site.** The proximity of building space would create a more compact and concentrated campus. Aesthetic impacts would be different than those of the Proposed Action with the campus core massing located more to the east. The Proposed Action [studied in original Harborview Medical Center EIS] provides a landscaped open space at this location that creates a transition to the residential areas to the east. The increased development of the alternative may have greater height, bulk and scale impacts to this adjacent residential area.” Harborview Medical Center EIS, pg. 110 (emphasis added).

The City staff acknowledged that if the Harborview Hall demolition did not proceed, the EIS Increased Height/Increased Intensity Alternative would be imposed and the open space at the “campus heart” would not be provided. *See* Report, Analysis and Recommendation of the Director, Project No. 9804983 (Harborview MIMP Council Action), dated Feb. 2, 2000 at pg. 28.

UPDATED HARBORVIEW MEDICAL CENTER MIMP

The City approved the new Harborview MIMP on August 24, 2000 with Ordinance No. 120073.

The final Harborview MIMP was adopted along with 63 conditions regarding future development of the Harborview campus. Many of these conditions apply to the Harborview Hall Adaptive Reuse development and effectively address the anticipated impacts. *See* Section II for discussion.

EIS ADDENDUM – KEY ANALYSES

King County determined that for purposes of compliance with the State Environmental Policy Act (SEPA) for the Harborview Hall Adaptive Reuse development, it is appropriate to utilize the Harborview Medical Center EIS and prepare an EIS Addendum to add project-specific information.⁴

King County determined that the EIS Addendum should address the following environmental elements:

- **Earth/Seismic**
- **Energy**
- **Environmental Health/Noise**
- **Land Use** (existing land uses and height, density and scale)
- **Aesthetics** (views)
- **Light, glare and shadow**
- **Historical Resources**
- **Transportation** (circulation and parking)

See also Light/Glare/Shadow analysis for Increased Height/Increased Intensity (Alternative Four):

“If future expansion capability at the central plaza [e.g. Harborview Hall] occurs, then this ‘campus heart’ open space would be eliminated.” Harborview Medical Center EIS, pg. 104.

See also Land Use analysis for Increased Height/Increased Intensity (Alternative Four):

“The land use impacts would be the same as the Proposed Action since all of the same sites would be institutional use. However, density would be substantially increased in the campus core area and reduced toward the campus edges...Compatibility impacts may be lessened with the most activity located toward the campus center, away from campus edges that abut sensitive uses (such as residential). Less future displacement impacts may occur. Less campus open space would be developed with the more development intensification.” Harborview Medical Center EIS, pg. 60.

⁴ WAC 197-11-625; KCC 20.44.070.

- **Construction Impacts** (earth, air quality, noise/vibration and transportation (circulation and parking))

C. DESCRIPTION OF THE PROPOSED PROJECT

PROJECT OVERVIEW

This portion of the EIS Addendum provides a summary of the Proposed Project.

The Proposed Project is the adaptive reuse of the existing 11-story Harborview Hall. The Project will allow for the demolition of an eastern section of the existing Harborview Hall structure (50,375 sf.) and the construction of a 7-story buttress addition on the eastern façade (115,625 sf.). The adaptive reuse will preserve the existing Harborview Hall western facade along Ninth Avenue.

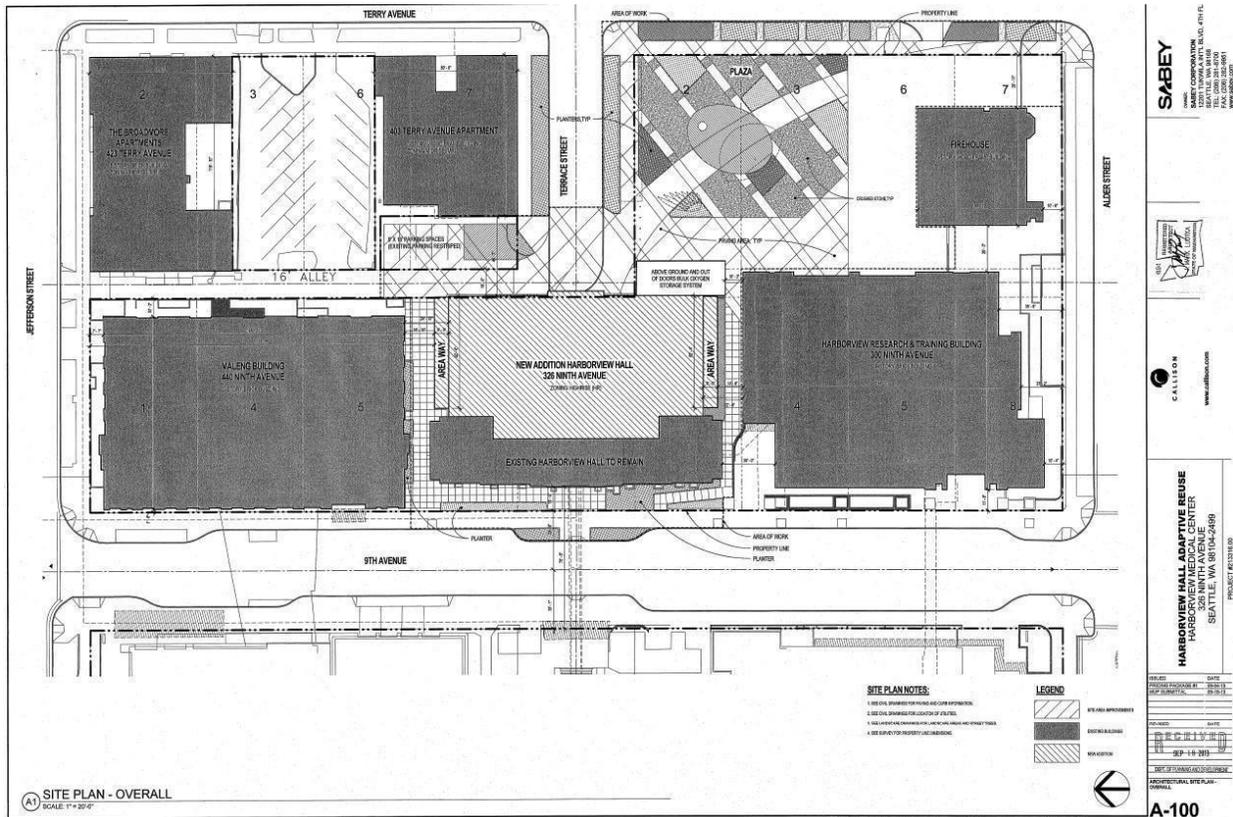
The adapted Harborview Hall building will provide approximately 160,000 sf. (net new 65,000 sf. accounting for partial demolition of existing structure sections and the total square footage of the buttress addition) of office space and medical institutional space. The Harborview Hall Adaptive Reuse project will be designed to achieve current life safety, seismic and energy codes standards. The quantities and configurations of the space may change as the Harborview Hall Adaptive Reuse development progresses and market conditions change. However, any changes in the quantity and layout of the offices is not projected to significantly alter this Addendum analysis.

The Proposed Project includes improvements to the Ninth Avenue frontage abutting Harborview Hall, including new street lighting, cast-in-place concrete sidewalks, landscaping and street trees.

Additionally, the Proposed Project includes the demolition of the existing 6,000 sf. Engineering Services building adjacent to Terry Avenue on the eastern section of the block. The Proposed Project envisions that this area will be redeveloped as 21,000 sf. of landscaped open space plaza.

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Figure 4
Harborview Hall Adaptive Reuse Site Plan



The Proposed Project’s landscaped open space plaza will include landscaping, public art, overhead weather protection, benches, pedestrian lighting, covered pedestrian walkways along Terrace Street and street trees and cast-in-place sidewalks along Terry Avenue between Terrace and Alder.

The Proposed Project includes 9,000 cu. yds. of grading.

The Proposed Project does not include a change in parking, which is provided on-campus pursuant to the adopted Harborview MIMP. The Harborview Medical Center campus under the MIMP was approved for a total of 2,056 on-site parking stalls through the Planned and Potential Projects. This is a net increase of 761 stalls over the no action alternative and exceeds the maximum required by the Land Use Code. SMC 23.54.016.⁵ To date, the County has developed 792 net stalls under the MIMP and approved modifications to Planned Projects. The increase in net parking stalls is attributable to the increased parking at the Ninth & Jefferson Building. The City approved the Ninth & Jefferson Building project, including parking, on October 19, 2006 (DPD MUP No. 3005971). Therefore, the Proposed Project does not propose additional site-specific parking.

⁵ Harborview Medical Center EIS, pg. 180, Table 46 (summarizing the parking code requirements. The maximum code-required parking limit for the Harborview Major Institution Master Plan is equal to 135 percent of the minimum requirement.).

PROJECT DESIGN

The proposed Harborview Hall Adaptive Reuse would develop the entire 54,070 sf. project site.

The proposed Harborview Hall Adaptive Reuse would be a 7-story in-fill tower addition to the existing 11-story Harborview Hall structure. The existing Harborview Hall eastern façade will be demolished; the western façade shall remain. The 7-story addition will be grafted to the existing structure. The combined Harborview Hall Adaptive Reuse structure height to the penthouse level will be 135 ft. The overall height would be 170 ft. 11 in. to the top of the mechanical boiler flue.

Figures 5 – 8 are elevations of the proposed Harborview Hall Adaptive Reuse building as viewed from the east, north and south and west perspectives.

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Figure 5
West Elevation

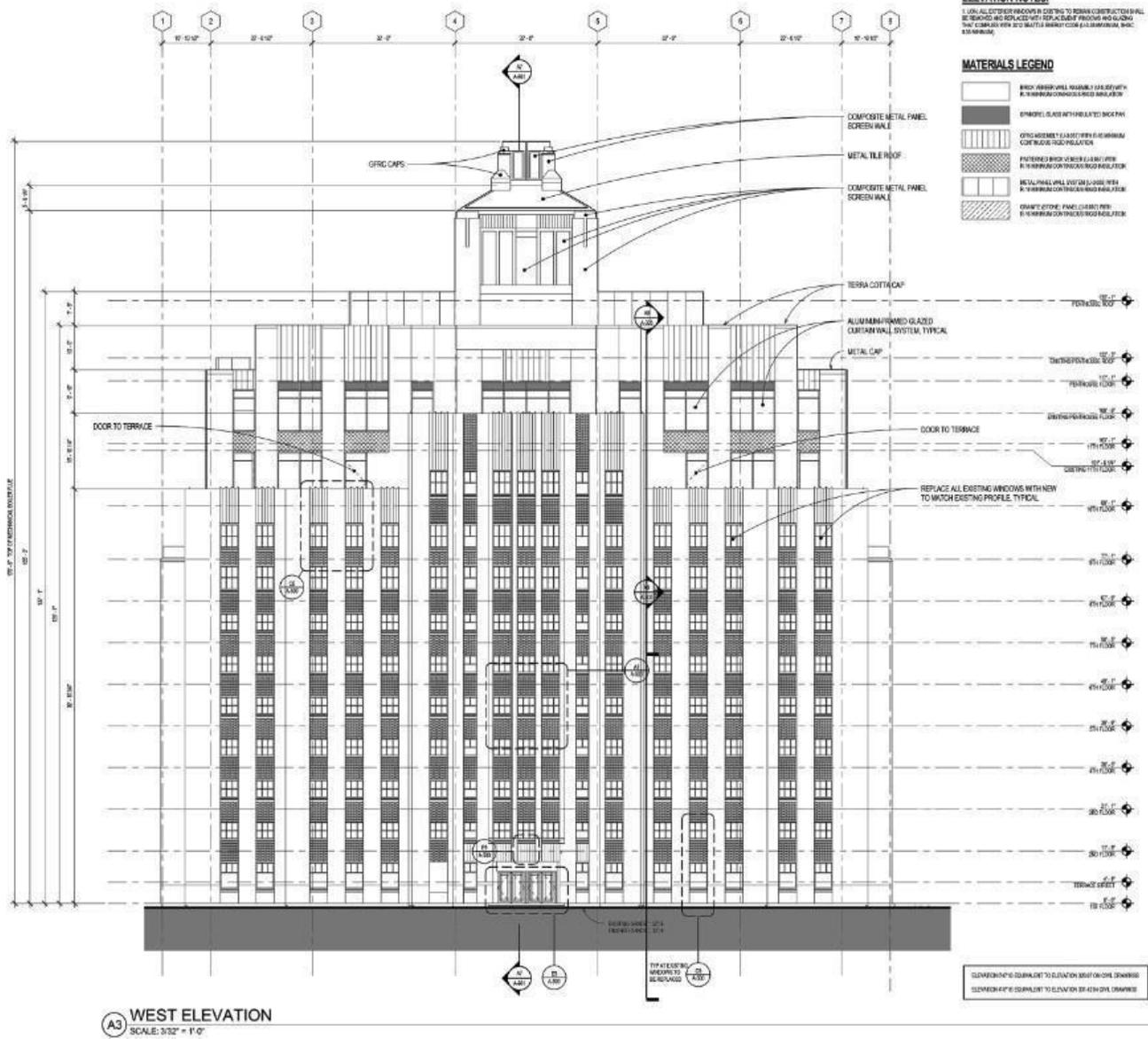


Figure 6 East Elevation

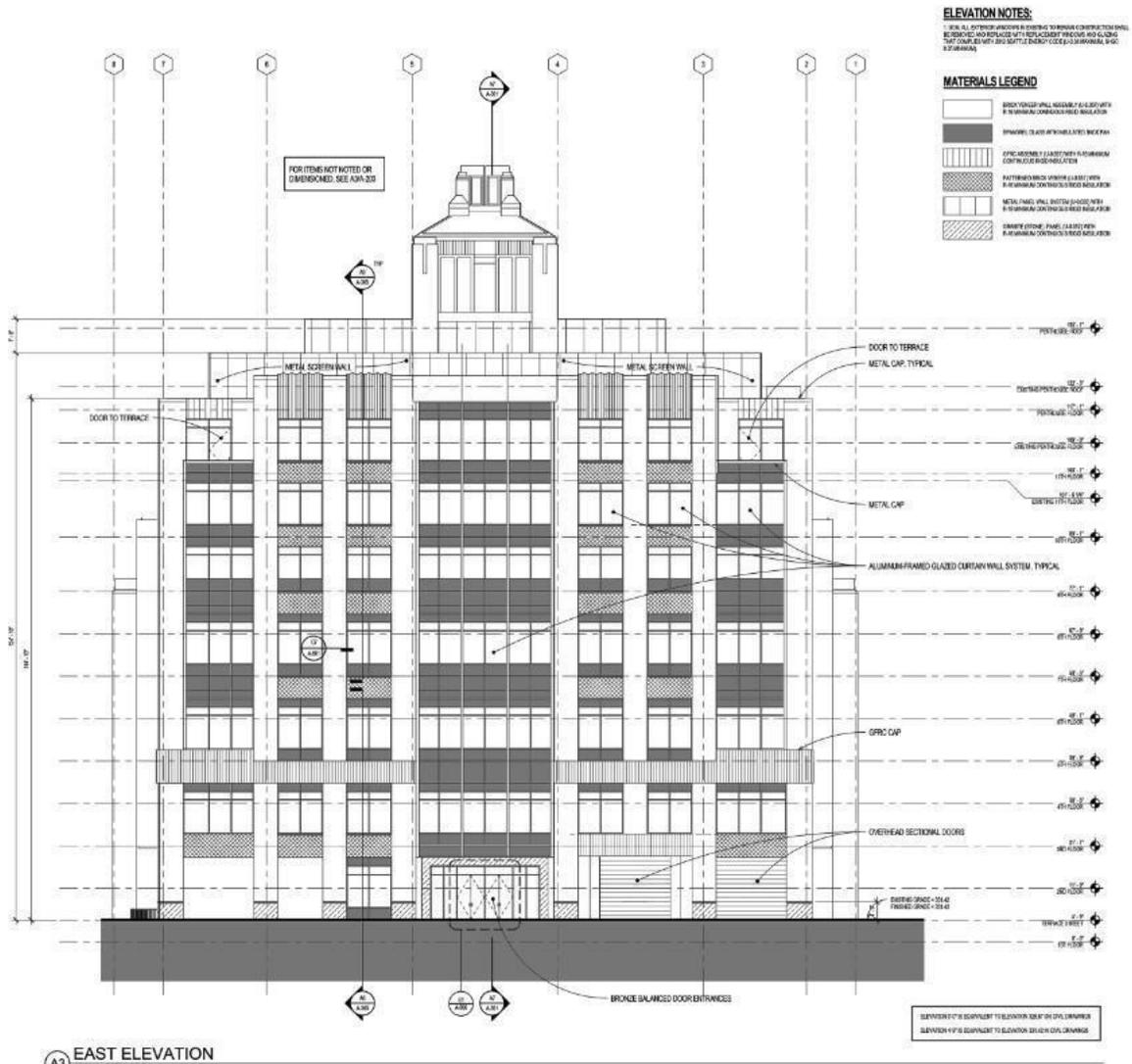
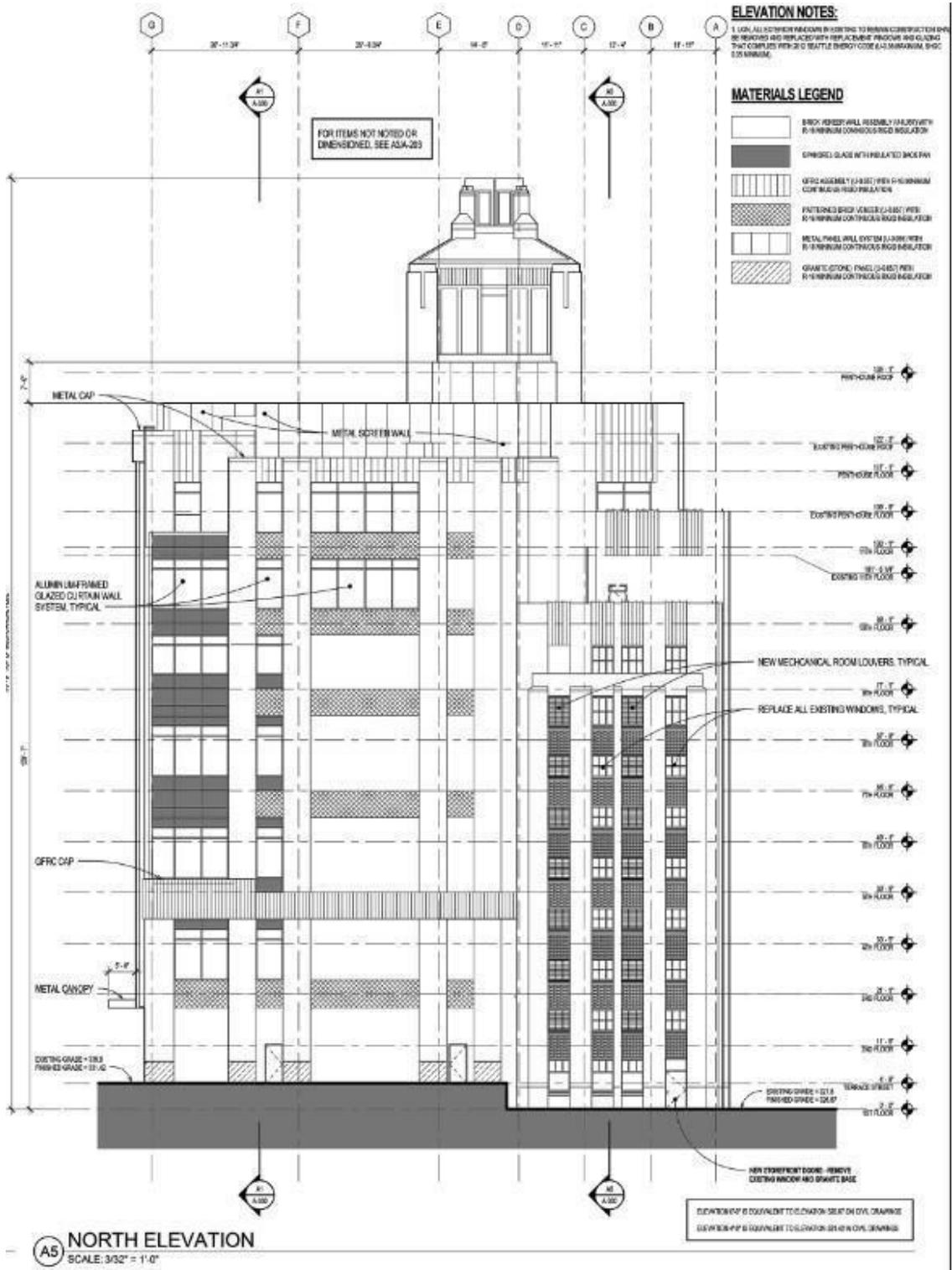


Figure 7
North Elevation



The Harborview Hall Adaptive Reuse façade materials along Ninth Avenue would include the existing brick façade; the existing windows would be replaced with new windows that match the typical existing window. *See Figures 5 – 8.*

The western Harborview Hall façade addition materials would consist of brick veneer, spandrel glass, metal panel wall and glass. The Harborview Hall Adaptive Reuse would include a mechanical boiler flue rising above the penthouse level that included brick veneer, metal panels, terra cotta and decorative precast caps. *See Figure 9.*

Figure 9
Harborview Hall Adaptive Reuse Western Façade



Along the Terry Avenue eastern façade, the new Harborview Hall Adaptive reuse section eastern façade would be visible. *See Figure 10.* The eastern façade materials would include plain and patterned brick veneer, spandrel glass, metal panel wall, glass and terra cotta caps.

Figure 10
Harborview Hall Adaptive Reuse Eastern Façade



The Harborview Hall Adaptive Reuse landscaping plan, as shown at **Figure 11**, includes cast in place concrete adjacent the Harborview Hall. Along Ninth Avenue, the landscaping includes new street trees and planter areas.

Along Terry Avenue, the Proposed Project includes redevelopment of 21,000 sf. of landscaped open space plaza. The Proposed Project landscaped open space/plaza will include plaza landscaping (including approximately 12 on-site Mt. Vernon laurels and assorted shrubbery), public art, pavers, overhead weather protection, benches, pedestrian lighting, covered pedestrian walkways along Terrace Street and street trees and cast-in-place sidewalks along Terry Avenue.

The Harborview Medical Center EIS studied alternatives⁶ incorporating elements similar to the key features of the Proposed Project, particularly increased density at the site,⁷ relocation of the proposed open space,⁸ retention of the existing Harborview Hall⁹ and parking demand impacts.¹⁰

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⁶ Increased Height/Increased Intensity (Alternative Four):

“...Greater intensification of the core campus may be possible, as an alternative to greater horizontal campus expansion. Flexibility in transferring development from one location to another is needed. This alternative proposed increased building heights that would shift the proposed amount of development to different campus locations. The total amount of Planned and Potential development property is the same as the proposed; it is located differently and configured in different building volume than the proposal.” Harborview Medical Center EIS, pg. 23.

⁷ Land Use analysis for Increased Height/Increased Intensity (Alternative Four):

“The land use impacts would be the same as the Proposed Action since all of the same sites would be institutional use. However, density would be substantially increased in the campus core area and reduced toward the campus edges....Compatibility impacts may be lessened with the most activity located toward the campus center, away from campus edges that abut sensitive uses (such as residential). Less future displacement impacts may occur. Less campus open space would be developed with the more development intensification.” Harborview Medical Center EIS, pg. 60.

See also Light/Glare/Shadow analysis for Increased Height/Increased Intensity (Alternative Four):

“If future expansion capability at the central plaza [e.g. Harborview Hall] occurs, then this ‘campus heart’ open space would be eliminated.” Harborview Medical Center EIS, pg. 104.

⁸ *Id.*

⁹ *See, e.g.*, Historic Resources analysis for Increased Height/Increased Intensity (Alternative Four) and No Action (Alternative Five), Harborview Medical Center EIS, pg. 131.

¹⁰ Transportation and Parking analysis for Increased Height/Increased Intensity (Alternative Four):

“Since the total amount of development and the parking garage locations would be the same as that of the Proposed Action, the traffic and parking impacts would be the same as that described for the Proposed Action.” Harborview Medical Center EIS, pg. 183.

Figure 11
Harborview Hall Adaptive Reuse Landscaping Plan



PROPOSED CONSTRUCTION SCHEDULE

The proposed Harborview Hall Adaptive Reuse development would include demolition of a portion of the existing Harborview Hall, full demolition of the Engineering Services structure and construction of the new Harborview Hall, open space/plaza and assorted site improvements. Demolition and construction activity on the site is estimated to begin in late 2014 with the building occupancy by mid-to-late 2015. Construction staging would occur on-site.

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SECTION II

COMPARISON OF ENVIRONMENTAL IMPACTS

This document is an Addendum to the Harborview Medical Center Final Environmental Impact Statement (EIS) that was prepared for the Harborview Medical Center MIMP adoption.

The Harborview Medical Center EIS identifies and evaluates probable, noteworthy environmental impacts that may result from development undertaken pursuant to the revised Harborview MIMP.

Given the flexibility needed for planning in a MIMP, the Harborview Medical Center EIS evaluated a range of possible Harborview MIMP changes, including several on-site variations to the Planned and Potential Projects for Harborview Medical Center campus physical development.

Copies of the Harborview Medical Center EIS are available for review at the County, DPD and at the local libraries noted in the Fact Sheet to this EIS Addendum. The Harborview Medical Center EIS is utilized, along with this Addendum, for purposes of SEPA compliance related to the proposed Harborview Hall Adaptive Reuse development pursuant to WAC 197-11-600 and WAC 197-11-625 and King County (County) SEPA regulations.

According to the SEPA Rules¹¹ and the County's Environmental Policies and Procedures,¹² an EIS Addendum is an environmental document that is used to provide additional information or analysis about a proposal that does not substantially change the analysis of significant impacts and alternatives in existing environmental documents. Existing environmental documents may be used in whole or in part to address environmental considerations. The previous Proposal and this Proposed Project need not be identical, but must have similar elements that provide for a basis comparing environmental consequences.¹³

The Harborview Medical Center EIS analyzed the impact of increasing building intensity on the Harborview campus, including the Harborview Hall Adaptive Reuse site.¹⁴ The Harborview Medical Center EIS has been found to be adequate. Subsequently, the City approved the Harborview MIMP with Ordinance No. 120073. The final Harborview MIMP was adopted along with 63 conditions regarding future development of the Harborview campus. Many of these conditions apply to the Harborview Hall Adaptive Reuse and may address the anticipated impacts.

The purpose of this EIS Addendum, therefore, is to provide additional, more-detailed analysis and information concerning the site-specific Harborview Hall Adaptive Reuse development.

¹¹ WAC 197-11-600(4)(c); 197-11-706.

¹² KCC 20.40.070.

¹³ RCW 43.21C.034.

¹⁴ Harborview Medical Center EIS, pg. 23.

Scope of Analysis of EIS Addendum

The Harborview Medical Center EIS provides detailed environmental analyses relative to a broad range of environmental parameters. The King County Department of Executive Services, acting as the SEPA lead agency, has determined that the Harborview Medical Center EIS is a suitable document for the proposed Harborview Hall Adaptive Reuse project along with additional environmental analysis and/or mitigation provided in this Addendum relating to:

- **Earth/Seismic**
- **Energy**
- **Environmental Health/Noise**
- **Land Use** (existing land uses and height, density and scale)
- **Aesthetics** (views)
- **Light, glare and shadow**
- **Historical Resources**
- **Transportation** (circulation and parking)
- **Construction Impacts** (earth, air quality, noise/vibration and transportation (circulation and parking))

Project-specific information is presented in this EIS Addendum relative to each of the environmental elements noted above. The analysis for each consists of a brief summary of the impacts noted in the Harborview Medical Center EIS and the project-specific impacts associated with the Proposed Project.

A. EARTH/SEISMIC

EIS

The Harborview Medical Center EIS provided an analysis of the earth/seismic impacts under the Federal Emergency Management Agency (FEMA) NEHRP Guidelines for the Seismic Rehabilitation of Existing Buildings (known as FEMA 273). The Harborview Medical Center EIS evaluated the Planned and Potential Projects and alternatives under the “rare” event standard. The FEMA 273 “rare” event standard means a probability of reoccurrence once in every 475 years.

The Harborview Medical Center EIS noted that the existing Harborview Hall contains large public assembly spaces at the lower level that may contribute to a “soft story” seismic problem.¹⁵

EIS ADDENDUM – PROJECT IMPACTS

¹⁵ Harborview Medical Center EIS, pg. 29. A “soft story” is a building level with less stiffness; generally, this may be a ground floor level with higher heights.

The Proposed Project is consistent with the earth/seismic impacts studied in the Harborview Medical Center EIS.

The Harborview Hall Adaptive reuse development would be seismically improved to Life Safe criteria consistent with the planned use as addressed by ASCE-7 (which incorporates current information from AISC 360, 341 and ACI 318). The Proposed Project will be designed as a conventional Office use (Risk Category II, $I_e = 1.0$). Portions of the Proposed Project (e.g., the basement, main structural core and other areas associated with key mechanical systems) will be designed as an Essential Facility (Risk Category IV, $I_e = 1.5$). Work will include bracing the existing western façade internally and bracing individual parts of the building to limit nonstructural damage. The 7-story buttress addition will provide additional seismic support to the Harborview Hall structure and will be designed to the City’s applicable life safety and seismic standards.

POTENTIAL MITIGATION MEASURES

The Proposed Project will be designed to comply with FEMA 273 standards for a Life Safe Performance Objective, meaning that all building occupants should be able to safely exit the structure after an earthquake of the design magnitude or less.

The Proposed Project design will account for any existing irregularities (including horizontal, vertical, torsional, stiffness (including “soft story” seismic problems), mass and/or geometric). The Proposed Project design will include a detailed analysis used to identify and account for any irregularity requiring structural components. Any “soft story” effects look to be addressed with the sizing and reinforcement of the main core of the Proposed Project.

SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable adverse earth/seismic impacts are anticipated relative to the Proposed Project.

B. ENERGY

EIS

The Harborview Medical Center EIS evaluated the energy usage for the proposal and the associated impacts to the environment. The Harborview Medical Center EIS acknowledged the implementation of the Harborview MIMP would consume increased energy during all phases (e.g., construction, demolition and operation). In the analysis, the Harborview Medical Center EIS acknowledged that an increased intensity alternative would result in specific building envelopes differing in energy usage. However, cumulative impacts would be similar to the Proposal studied.

EIS ADDENDUM – PROJECT IMPACTS

The Proposed Project during all phases (construction, demolition and operation) is consistent with energy impacts studied and disclosed in the Harborview Medical Center EIS. As noted in the increased intensity alternative, the Proposed Project will result in system loads distribution shifts due to the adaptive reuse of the Harborview Hall. The Planned Action shall be designed to incorporate the requirements of the Seattle Energy Code.

The Proposed Project proposes the inclusion of a steam plant in the Harborview Hall basement. The proposed steam plant would serve the Norm Maleng Building, Ninth & Jefferson Building, Research & Technology Building and the Harborview Hall Adapt Reuse Building. The proposed steam plant would provide N+1 redundancy for critical areas of the Harborview Medical Campus (e.g., Norm Maleng Building) to ensure continued fulfillment of Harborview’s role in a crisis.

Due to the increased efficiencies of a closed loop steam plant, the Proposed Project would increase fuel and water efficiency and reduce distribution losses. The proposed steam plant will be designed to allow for compatibility as a node for a future district energy system. By incorporating the steam plant, the Proposed Project will reduce electricity demands by approximately 270,000 kilowatt hours and natural gas demands by 1.3 M therms,¹⁶ resulting in a 2.8 M lbs/yr CO₂ emissions savings.

The Proposed Project will include seismic bracing and back-up system provisions that are intended to ensure continued operation of these critical facilities during and following a major earthquake.

POTENTIAL MITIGATION MEASURES

City Council condition #1 to the adopted Harborview MIMP provides: “The Planned and Potential Projects shall be designed to incorporate requirements of the Seattle Energy Code.” The Proposed Project shall be designed consistent with the applicable Seattle Energy Code standards.

City Council condition #2 reads: “In new construction, mechanical systems shall be braced to comply with the standards for critical facilities in active seismic zones. The existing mechanical systems should also be braced throughout the facilities as part of the proposed renovations.” This Council condition shall be incorporated into the Proposed Project design and construction.

SIGNIFICANT UNAVOIDABLE IMPACTS

As conditioned in the Harborview MIMP, no significant unavoidable adverse energy impacts are anticipated relative to the Proposed Project.

C. ENVIRONMENTAL HEALTH/NOISE

¹⁶A therm is equal to 100,000 British Thermal Units (BTU). A BTU is the amount of heat required to raise the temperature of one pound of water one degree. One BTU is equal to 0.0002928 kilowatt-hours.

EIS

The Harborview Medical Center EIS evaluated the long-term noise conditions, particularly associated with building systems and emergency vehicle operations. The Harborview Medical Center EIS acknowledged that the First Hill location near downtown is a relatively noisy urban area with ambient sound levels of 65-70 dBA. These ambient sounds include vehicular traffic, emergency vehicles, air traffic, building/mechanical systems and concentration of people activity.

Short-term construction-related noise/vibration impacts are discussed in Section II.I.3, below.

EIS ADDENDUM – PROJECT IMPACTS

The building equipment related to the Proposed Project will be the primary concern associated with noise. Additionally, there may be some noise associated with existing Harborview operational activity. Building related noise sources may occur from boilers, ventilation and air-conditioning equipment and from emergency generators. The design would be subject to the Seattle Noise Ordinance (SMC 25.08) of a 55 dBA daytime and 45 dBA nighttime for residential noise receivers. Intermittent noise events of short duration may occur; however, the cumulative noise impact would not substantially change the ambient noise levels in the urbanized First Hill location.

There are Harborview institutional buildings approximately 25 ft. north and south of the Proposed Project. The closest residential receivers are the apartments within one block to the north and east.

The Proposed Project will include a secure patient delivery area for trucks and vans to transport patients to the site. The secure patient delivery area supports and facilitates the controlled, safe transfer of patients with medical, mental health and/or mobility impairments. The secure patient delivery area would be accessed via Terrace Street. The volume of secure patient deliveries is expected to be four to eight vehicles per day.

Equipment, material and supply deliveries for Harborview Hall would occur off-site at existing loading facilities at other Harborview campus locations (e.g., the Research and Training Building loading dock located directly adjacent to the Proposed Project site, Ninth & Jefferson Building and/or the West Campus loading docks), consistent with existing practice. The deliveries would then be transported manually to the Proposed Project by existing tunnels which connect the Harborview campus.

The Harborview Medical Center EIS evaluated the Proposed Project site as a possible access location for an underground parking garage (Plaza Garage).¹⁷ This evaluated alternative results in substantially more intensive noise impacts from vehicular sources than the Proposed Project.

¹⁷ See Harborview Medical Center EIS, pg. 49 and pg. 175, Figure 35.

POTENTIAL MITIGATION MEASURES

City Council condition #4 to the adopted Harborview MIMP states: “Harborview shall comply with the requirements of the Seattle Noise Ordinance (SMC 25.08).”

Harborview MIMP Condition #5 reads: “Harborview shall ensure that building related noise sources such as heating, ventilating and air conditioning equipment and emergency generators are designed and operated within the noise levels permitted by the Seattle Noise Ordinance.”

Harborview MIMP condition #6 provides: “Harborview shall orient parking facilities, loading areas, material transfer and waste facilities away from sensitive residential uses where feasible, and provide adequate acoustical buffers to reduce noise exposure, where feasible.”

City Council condition #7 to the adopted Harborview MIMP requires that “Harborview shall install acoustic baffles for sound control on HVAC equipment and fans.”

Finally, the City Council imposed condition #8 regarding noise on the Harborview MIMP, stating: “Harborview shall continue to implement policy of “shutting-down” emergency vehicle sirens within two blocks of the hospital (both for arriving and departing emergency vehicles), except when prevented by safety/traffic conditions.”

The Proposed Project will be subject to the Noise Ordinance and will incorporate the Council conditions from the Harborview MIMP into the Proposed Project’s design and operations. In particular, any transportation to the secure patient delivery area would be subject to the “shutting-down” policy for sirens within two blocks of the Proposed Project site.

SIGNIFICANT UNAVOIDABLE IMPACTS

As conditioned by the City Council in the Harborview MIMP, no significant unavoidable adverse environmental health/noise impacts are anticipated relative to the Proposed Project.

D. LAND USE

1. Existing Land Uses

EIS

As noted in the Harborview Medical Center EIS, the First Hill neighborhood north and east of the Harborview campus includes several major institutional facilities, as well as many medical offices, apartment buildings, religious facilities, retail/commercial buildings and an art museum. To the south is the Seattle Housing Authority’s Yesler Terrace residential community. To the west, the Harborview campus is Interstate-5; beyond the interstate is the City’s downtown commercial core.

Under the alternatives studied in the Harborview Medical Center EIS, the Harborview major institution land use within Harborview's Major Institution Overlay district (MIO) boundary was projected to intensify. The Harborview Medical Center EIS stated 90 percent of the land area within the existing campus (including approved projects) is related to major institution functions.

Since the Harborview Medical Center EIS was published, the land uses surrounding the Proposed Project have continued the trend of intensified major institution use functions. Particularly, the Harborview campus completed the Ninth & Jefferson Building (440,000 sf. building with parking for 630 vehicles) and the Inpatient Expansion Building & Seismic Upgrade (245,000 sf. building).

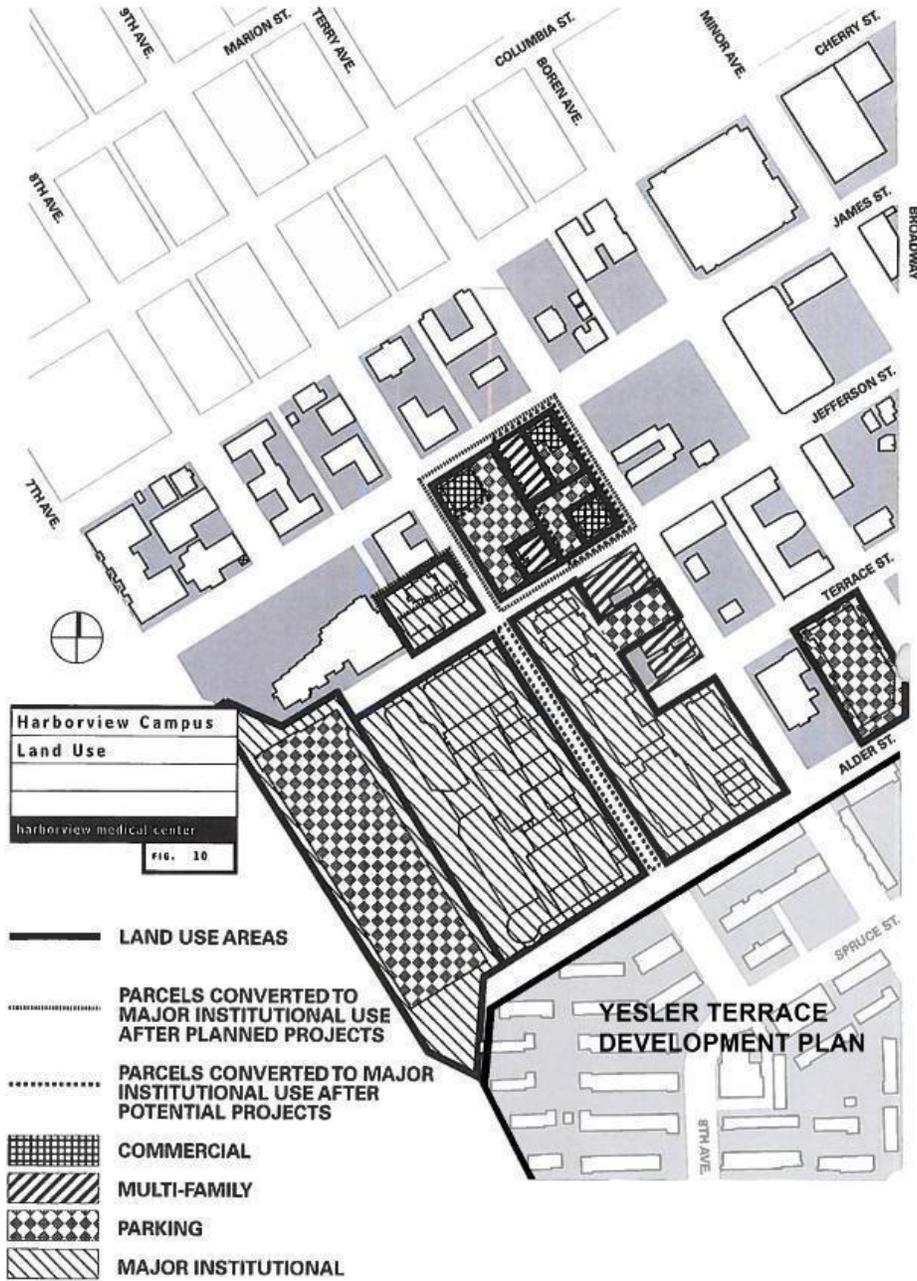
The City also approved the Seattle Housing Authority's (SHA) Yesler Terrace redevelopment plan. In 2011 – 2012, the City adopted a comprehensive plan amendment, rezone and planned action ordinance to facilitate the redevelopment of Yesler Terrace. Under the Master Plan Community – Yesler Terrace development standards, Seattle Housing Authority is authorized to develop a maximum of: (1) 3.95M sf. of residential use (roughly 4,500 units); (2) 900,000 sf. of office/medical services/lodging use; (3) and 150,000 sf. of other uses. Ordinance No. 123962. Seattle Housing Authority estimates the Yesler Terrace redevelopment may phase over 20 years.

Yesler Terrace is located to the south and southeast of the Harborview campus. **Figure 12.** The City has approved SHA's application to redevelop the Yesler Terrace Steam Plant located at 120 8th Avenue south of Harborview as a 17,000 sf. new community center. MUP No. 3012978.

Other entitled development within the vicinity of the Proposed Project includes 500 Terry Avenue, a proposed 27-story residential building. The City issued MUP No. 3012929 on May 21, 2013.

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Figure 12
First Hill Vicinity Land Use Map



The Harborview Hall Adaptive Reuse site is within the MIO boundaries. The pattern of land use activity within the vicinity of the site includes a mixture of major institution and residential uses. The primary land use changes would occur to the northeast and southeast of the existing site. The Proposed Project includes a 7-story addition to the existing structure on the eastern façade and development of 21,000 sf. landscaped open space along Terry Avenue between Terrace and Alder.

To the north, the land uses within the vicinity include medical institutional use (e.g., Norm Maleng Building) and an apartment structure located within the MIO boundary. To the northeast outside the MIO boundary across Terry Avenue, uses include two apartments and a surface parking lot.

To the west, the land use in the vicinity is medical institutional use (e.g., Center Tower). To the south, land uses are also institutional, including the Research & Training Building and the City designated landmark one-story Fire Station #3 structure at 301 Terry Avenue. Across Alder Street to the south and outside the MIO boundary is the SHA's Yesler Terrace residential community.

Originally, the Planned and Potential Projects studied in the Harborview Medical Center EIS proposed demolition of the Harborview Hall structure and development of a 100,000 sf. office structure adjacent to the Terry Avenue location which is now proposed for the open space area.

However, the approved Harborview MIMP did not authorize the demolition of Harborview Hall.¹⁸

The City acknowledged that if Harborview Hall was not demolished, the increased intensity alternative would likely apply and the "campus heart" open space proposal would not occur. The MIMP "campus heart" concept was not for permanent open space. The CAC recommended that the parking garage proposed under the "Heart of the Campus" be engineered to accommodate future construction above those structures to the maximum level consistent with the MIO height limits and prudent medical facility planning.¹⁹ The Proposed Project is in response to the County's proposed reuse of Harborview Hall and will provide additional permanent campus open space.

The Proposed Project would be consistent with the recent and ongoing land use pattern in the surrounding area, which has seen increases in the continued intensification of the major institution use. The Proposed Project would not expand the MIO boundaries or displace residential, commercial or retail uses. It would reconfigure institutional uses and open space evaluated in the Harborview Medical Center EIS, moving the institutional use closer to the campus core and relocating the landscape open space at the campus edge adjacent to residential uses. The permanent open space invites public enjoyment and buffers the transition from the more institutional use. The open space location and alignment along Terry Avenue enhances connectivity with the adjacent residential use and links to a planned Yesler Terrace "Blocks Park."

¹⁸ See MIMP Condition #5. Approval of the MIMP is not approval of the proposed demolition or any alteration to Harborview Hall. The City required the Harborview MIMP to be amended following a determination by the City's Landmarks Preservation Board (Board) regarding the landmark status of the existing Harborview Hall. If the Board did not approve the nomination, the Council shall file a copy of the Board's decisions in the Clerk File and shall pass an ordinance amending the MIMP to reflect the Board's decision. The Board denied the nomination of the Harborview Hall on September 16, 2009. The Proposed Project is intended to effectuate MIMP Condition #5.

¹⁹ See Harborview Medical Center EIS, pg. 268 (Harborview Master Plan Citizens Advisory Committee Formal Comments to King County, dated June 24, 1999 at pg. 6).

As was noted in the Harborview Medical Center EIS, the land use impacts of such reconfiguration under an increased intensity scenario would be the same as the Planned and Potential Projects because the same sites would remain in institutional use. Additionally, compatibility impacts may be lessened when activity is located away from the Harborview campus edges that abut sensitive users (e.g., residential). Therefore, the Proposed Project is consistent with the land use analysis.

POTENTIAL MITIGATION MEASURES

The City Council imposed land use conditions in the Harborview MIMP, including:

- Condition #9: Harborview shall located the most intensive and people-generating functions away from residential buildings;
- Condition #10: Harborview shall improve the quality of landscaped open space in the proposed open spaces; and
- Condition # 11: Harborview shall buffer and screen potentially objectionable views of support and service uses by landscaping, walls and fences.

The City has adopted land use regulations that are designed, in part, to minimize or prevent impacts resulting from incompatible land use. DPD may condition or deny a project to mitigate adverse land use impacts resulting from a proposed project or to achieve consistency with the applicable City land use regulations, or the goals and policies set forth in Section B of the Comprehensive Plan land use element regarding land use categories.²⁰

The Proposed Project will be designed to comply with the applicable Harborview MIMP development standards, standards and conditions. Particularly, the Harborview Hall Adaptive Reuse will locate the more intense institutional use closer to the campus core and away from the residential uses abutting Terry Avenue. Furthermore, the Proposed Project landscape open space is dedicated as permanent open space and usability improved with the addition of public art, pavers, overhead weather protection and relocation adjacent to the street edge to buffer uses.

These Council conditions shall be integrated into the Proposed Project's design and operations.

SIGNIFICANT UNAVOIDABLE IMPACTS

As conditioned in the Harborview MIMP, no significant unavoidable adverse land use impacts are anticipated relative to the Proposed Project.

2. Consistency with Plans/Policies/Regulations

EIS

The Harborview Medical Center FEIS evaluated the relationship of the proposed Harborview MIMP with adopted plans, policies and regulations, including the City's applicable SEPA

²⁰ SMC 25.05.675.J.

Policies, Comprehensive Plan, Zoning Code, Major Institution Policies, First Hill Neighborhood Plan, Sound Transit Plan, Street Vacation Policies and adjacent major institution master plans.

EIS ADDENDUM – PROJECT IMPACTS

The Proposed Project does not propose a change to applicable MIO boundaries or MIMP standards. The existing MIO and MIMP development standards will continue to guide development. The EIS Addendum utilizes the Harborview Medical Center EIS analysis relative to SEPA policies, zoning code, First Hill Neighborhood Plan and adjacent major institution master plans. The EIS Addendum addresses the following land use elements with additional information:

(1) major institution policies; (2) Yesler Terrace redevelopment plan; and (3) Seattle Municipal Code regulations regarding major institutions minor amendment procedures (SMC Ch. 23.69).

Major Institution Policies

Following the City’s adoption of the Harborview MIMP and the Harborview Medical Center EIS, the City repealed the major institution policies set forth in SMC 23.12.120 with Ordinance 120691.

The City elected to integrate the major institution policies into the Comprehensive Plan and development regulations. The Proposed Project is particularly relevant with the major institution Comprehensive Plan as discussed in **Table 1**.

Table 1
Relationship of Key Major Institution Policies to the Proposed Project

<i>Major Institution Comp Plan Policies</i>	<i>Consistency with Proposed Project</i>
LU 180: Designate campuses of large hospitals, colleges and universities as Major Institutions to recognize that a separate public process is used to define appropriate uses in these areas	Harborview is a major institution under this policy. The City has designated Harborview as a major institution and adopted a MIMP for the campus, which includes the Proposed Project.
LU 182: Establish Major Institution Overlays (MIO) to permit appropriate institutional development within boundaries while minimizing the adverse impacts associated with development and geographic expansion. Balance the public benefits of growth and change for major institutions with the need to maintain the livability and vitality of adjacent neighborhoods. Where appropriate, establish MIO boundaries so that they contribute to the compatibility between major institution areas and less intensive zones.	The Proposed Project is located within the Harborview MIO. The Proposed Project is designed to allow for continued viability of the medical use while enhancing the livability of the adjacent residential uses along Terry Avenue by providing a permanent open space plaza in an area readily accessible/enjoyable to the neighborhood. The Proposed Project moves the more intense institutional use closer to the campus core and away from residential uses.
LU 186: Discourage the expansion of established major institution boundaries.	The Proposed Project does not request expansion of Harborview’s existing MIO district boundaries.

LU 188: Encourage Advisory Committee participation through the process of revision, amendment and refinement of the master plan.	The County has been continually engaged with the Harborview CAC regarding the Proposed Project, including briefings on November 20, 2013 and January 15, 2014.
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The Harborview Medical Center EIS contemplated that Harborview Hall may be preserved in some form. Originally, the Planned and Potential Projects studied in the Harborview Medical Center EIS proposed demolition of the Harborview Hall structure and development of a 100,000 sf. office structure adjacent to the Terry Avenue location which is now proposed for the open space area. However, the approved Harborview MIMP did not authorize the demolition of the existing Harborview Hall.²¹

Major Institution Amendment Regulations

The City has adopted regulations governing the procedures for amendment of a major institution master plan. *See* SMC Ch. 23.69. Proposed changes to an adopted MIMP shall be processed as an exempt change, a minor amendment or a major amendment. SMC Ch. 23.69.035. The DPD Director shall determine whether an amendment is minor or major based on defined standards; the Director’s decision shall be made in the form of an interpretation pursuant to SMC Ch. 23.88.

The Harborview Medical Center EIS anticipated that variations in the projects or programs, changes in phasing and shifts in priorities were anticipated and likely for the proposed Harborview MIMP.²² The Harborview MIMP intent is to provide safe and sufficient facilities for the highest quality of health care, teaching, research and community service. Additionally, the Harborview MIMP provides for flexibility in implementing the projects set forth in consideration of uncertainties and changes in the healthcare industry.²³ The Harborview MIMP noted that the development density and building heights may shift among the projects studied in the Harborview Medical Center EIS; as a result, an Increased Height/Increased Density alterative was evaluated.²⁴

The Proposed Project’s consistency with the City’s major institution minor amendment regulations is discussed in **Table 2**.

Table 2
Relationship of Major Institution Minor Amendment Regulations to the Proposed Project

<i>Minor Amendment Regulations</i>	<i>Consistency with Proposed Project</i>
Not an exempt change according to SMC 23.69.035.B;	Not applicable. The Proposed Project is not an exempt change pursuant to SMC 23.69.035.B.
Consistent with original intent of adopted master plan; and	The Proposed Project is consistent with the original intent of the Harborview MIMP. ^{22, 23, 24}

²¹ *See* footnote 18; *See also* MIMP Condition #31: “(Compliance with the Landmarks Preservation Ordinance (SMC 25.12) will constitute compliance with the SEPA Landmarks Policy. Nothing in the [MIMP] approval shall be construed as prejudging or superseding the landmark review process as specified in the landmark preservation ordinance or diminishing the Landmarks Board’s role in that process.”

²² Harborview Medical Center EIS, pg. 22.

²³ Harborview MIMP, pg. 3.

²⁴ Harborview MIMP, pg. 32.

<p>At least one of following:</p>	<p>The Proposed Project site would continue for health care-related institutional uses with the same impacts. The County has concluded that the preservation and adaptive reuse of the Proposed Project are both economically and environmentally better choices than demolition as originally proposed in the Harborview MIMP. The refinement is consistent with the Harborview MIMP intent to provide safe and sufficient facilities for the highest quality of health care, teaching, research and community service while allowing future flexibility to respond to changes in the County’s campus master plan and the broader healthcare industry. Additionally, the long-term commitment to public open space included in the Proposed Project would be an enhancement over the temporary open space contemplated in the original Harborview MIMP.</p>
<p>Amendment will not result in significantly greater impacts than those contemplated in the adopted master plan (SMC 23.69.035.D.1)</p>	<p>The development area associated with the Proposed Project is well within the overall development area authorized under the MIMP. Thus, impacts would remain the same, as the total gross square footage contemplated under the Harborview MIMP would not be affected.</p>
<p>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 proper or improvements in the vicinity in which the Major Institution is located (SMC 23.69.035.D.2)</p>	<p>Not applicable. The Proposed Project is not seeking a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space. The Harborview MIMP noted that the “campus heart” open space, if developed, will be considered designated open space. (emphasis added). Condition #16.</p> <p>The Harborview MIMP noted that development of this proposed open space is “subject to the modifications related to Harborview Hall included in this document.” <i>Id.</i> (including Condition #5 reserving authority to the Landmark Board to make determination regarding demolition of the Harborview Hall structure). The “campus heart” was never developed; accordingly, the conceptual design does not qualify as designated open space or permanent open</p>

	space. The Proposed Project would authorize the development of 21,000 sf. of permanent, public open space on campus.
The amendment is a proposal by a Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within two thousand five hundred feet (2,500') of the MIO District boundary, and the use is allowed in the zone for but not permitted pursuant to SMC 23.69.022. (SMC 23.69.035.D.3).	Not applicable. The Proposed Project is not a proposal to lease space or other locate a use at street level in a commercial zone.

The Proposed Project's relationship with the City's major institution major amendment regulations is discussed in **Table 3**.

Table 3

Relationship of Major Institution Major Amendment Regulations to the Proposed Project

<i>Major Amendment Regulations</i>	<i>Consistency with Proposed Project</i>
Not an exempt change according to SMC 23.69.035.B;	Not applicable. The Proposed Project is not an exempt change pursuant to SMC 23.69.035.B.
Not a minor amendment according to SMC 23.69.035.D; and	Inconsistent. As demonstrated in Table 2 , the Proposed Project satisfies the minor amendment criteria under SMC 23.69.035.D.
In addition, any of the following shall be considered a major amendment:	
An increase in a height designation or the expansion of the boundary of the MIO District; or	Not applicable. The Proposed Project does not constitute an increase to the existing height limits of the MIO District at this location.
Any change to a development standard that is less restrictive; or	Not applicable. The Proposed Project does not involve or require a waiver from any development standard or master plan condition.
A reduction in the housing stock outside the boundary but within two thousand five hundred feet (2,500') of the MIO District, other than within a Downtown zone, that exceeds the level in an adopted master plan; or	Not applicable. The Proposed Project does not involve a reduction in housing stock.
A change to the single-occupancy vehicle goal of an approved transportation management program that increases the percentage of people travelling by single-occupancy vehicle; or	Not applicable. The Proposed Project does not involve a change to the single-occupancy vehicle goal of an approved transportation management program.
A use that requires Council Conditional Use approval, including but not limited to a helistop or a major communication utility,	Not applicable. The Proposed Project does not involve a use that requires Council Conditional Use approval.

that was not described in an adopted master plan; or	
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.	Not applicable. The Proposed Project does not involve an update of an entire development program component of a master plan that was adopted prior to the 1996 Major Institutions Ordinance.

Yesler Terrace Redevelopment Plan

Subsequent to the Harborview Medical Center EIS, the Seattle Housing Authority (SHA) proposed a redevelopment plan for the Yesler Terrace campus to the south of Harborview. **Figure 12.**

SHA prepared an environmental impact statement for the Yesler Terrace Redevelopment Plan (Yesler Terrace DEIS). The Yesler Terrace DEIS was issued on October 19, 2010. Consistency with the Harborview Medical Center MIMP was analyzed. The proposed alternatives would allow for redevelopment of the Yesler Terrace site to a new dense, urban mixed use, mixed-income community with higher building heights, particularly along and near the north boundary of the site, adjacent to the Harborview campus. Yesler Terrace DEIS, pg. 3.9-37.

The Yesler Terrace DEIS found the alternatives would be compatible with the Harborview MIMP.

The Final Yesler Terrace Redevelopment Plan EIS (Yesler Terrace FEIS) was issued April 13, 2011. SHA proposed a Preferred Alternative, which was within the range of alternatives studied in the Yesler Terrace DEIS. The Yesler Terrace FEIS concluded the Preferred Alternative was consistent with the Harborview MIMP. Yesler Terrace FEIS, pg. 273.

POTENTIAL MITIGATION MEASURES

The City Council imposed land use conditions in the Harborview MIMP, including:

- Condition #9: Harborview shall located the most intensive and people-generating functions away from residential buildings;
- Condition #10: Harborview shall improve the quality of landscaped open space in the proposed open spaces; and
- Condition # 11: Harborview shall buffer and screen potentially objectionable views of support and service uses by landscaping, walls and fences.

The Proposed Project is consistent with the alternatives studied in the Harborview Medical Center EIS which included intensification of the medical services uses.²⁵ The Proposed Project is consistent with the City's Comprehensive Plan Policies regarding Major Institutions, particularly LU 182 and LU 186. The Proposed Project is consistent with the Seattle Municipal Code regulations intent of concentrating institutional facilities within the boundaries of a MIO and avoiding neighborhood encroachment. Furthermore, the Proposed Project is consistent with these City's major institution regulations for minor amendments as demonstrated in Table 2; the Proposed Project is inconsistent with the City's standards for designation of a major amendment to a MIMP. The Proposed Project is consistent with the Yesler Terrace Redevelopment Plan adjacent to the Harborview campus.

SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable adverse land use impacts relative to consistency with applicable plans, policies and regulations are anticipated.

E. AESTHETICS

EIS

The Harborview Medical Center EIS notes that adjacent views are generally limited and localized with some distant mountain and water views to the west and east from higher elevations/upper floors. The Harborview Medical Center EIS evaluated the view impacts of the Planned and Potential Projects, including the demolition of Harborview Hall and the construction of a 7-story office which abuts Terry Avenue and Terrace Street. The analysis found that under the Harborview MIMP, views to the west would result in greater distance terminus of view along Terrace Street; the Potential Project 7-story building on Terry Avenue would also result in more intense massing.

The Harborview Medical Center EIS found that the development of Planned and Potential Projects would result in a substantial increase in height, bulk and scale of development in the Harborview area. However, the increased was perceived to have less impact on sites interior to the campus because the surrounding land uses are also institutional in nature.

EIS ADDENDUM – PROJECT IMPACTS

The City's SEPA Policies include public view protection policies, including the following:

- It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors....This subsection does not apply to the Space Needle, which is governed by subsection P2c of this section.

²⁵ See footnote 3.

The City has designated 89 public parks, viewpoints, playgrounds and view corridors. The closest viewpoint to the Proposed Project in terms of potential impacts and/or reductions to views of the downtown skyline and the Puget Sound is the Harborview Hospital Viewpoint to the west. This viewpoint is approximately one block to the northwest. The 11-story East Hospital (Center Wing) is located between Proposed Project site and the viewpoint; therefore, views will not be impacted.

- It is the City's policy to protect public views of historic landmarks designated by the Landmarks Preservation Board which, because of their prominence of location or contrasts of siting, age, or scale, are easily identifiable visual features of their neighborhood or the City and contribute to the distinctive quality or identity of their neighborhood or the City. This subsection does not apply to the Space Needle, which is governed by subsection P2c of this section.

There are two designated Landmarks within the immediate proximity of the Proposed Project: (1) Fire Station #3 (301 Terry Avenue); and (2) the East Hospital (Center Wing) (325 Ninth Avenue).

The Proposed Project is located on Ninth Avenue across from Harborview Medical Center and does not block existing public views of the designated Landmarks from the existing right-of-way.

Regarding the Fire Station #3, the Proposed Project improves views from the public right-of-way by the demolition of the existing one-story structure on Terry Avenue that impedes views from the north. The Proposed Project envisions redevelopment of the Engineering Services Building as an open space/plaza area, which will improve the public views of the Fire Station #3 from the north.

- It is the City's policy to protect public views of the Space Needle from the following public places.²⁶

The City has identified ten public viewpoints in which views of the Space Needle are to be protected. The Space Needle is not located in the Downtown, but is visible from many vantages throughout the City. The majority of the ten identified viewpoints are north of Downtown and the Proposed Project location (e.g. Gasworks, Seattle Center or Myrtle Edwards Park). There are three viewpoints located south of Downtown. These three sites are all located in West Seattle (Alki Beach Park, Hamilton Viewpoint and Seacrest Park). Accordingly, the Proposed Project would not affect views of the Space Needle from any of the public places designated in the SEPA Policies.

- Adopted Land Use Codes attempt to protect private views through height and bulk controls and other zoning regulations but it is impractical to protect private views through project-specific review.

Several surrounding buildings' private views may be impacted by the Proposed Project. These include, but are not limited to the apartments located northeast and east of the project site; their views are already constrained by the existing Harborview Hall. The Harborview Medical Center EIS contemplated the existing Harborview Hall may be retained.²⁷ Accordingly, the Harborview

²⁶ SMC 25.05.675.P.2.c.

²⁷ See footnote 18.

Medical Center EIS disclosed the potential view impacts. Notably, SEPA Policies do not protect private views.

POTENTIAL MITIGATION MEASURES

The City Council condition #25 of the Harborview MIMP regarding aesthetics stated: “Techniques to reduce the apparent scale of new buildings (e.g., architectural detailing, modulation, setbacks, materials, etc.) shall be incorporated into building design. Building design shall seek to soften the appearance of structures. Pedestrian scaled improvements shall be included at street level.”

City Council condition #27 to the adopted Harborview MIMP provides: “Lighting and graphics that reduces the appearance of building bulk and scale shall be incorporated into new structures.”

City Council condition #28 to the adopted Harborview MIMP read: “To break-up building groupings and collective massing, pedestrian connections shall be maintained through the campus and with the neighborhood (such as at the “campus heart”).”

City Council condition #29 to the adopted Harborview MIMP provides: “Landscaping shall be included to soften building scale and create amenities.”

City Council condition #30 to the adopted Harborview MIMP provides: “The design of each building approved under this Master Plan shall be stylistically consistent with the design of the existing structures on the Harborview campus and shall be reviewed and approved by the CAC.”

These Council conditions shall be integrated into the Proposed Project’s design and operations.

No view obstruction is anticipated from the public places identified in the SEPA Policies for public view protection. The Proposed Project would affect some cross-site private views from residential dwellings and office buildings located proximate to the project site. However, these private views are not protected by the City’s SEPA Policies. As such, no mitigation measures are proposed.

SIGNIFICANT UNAVOIDABLE IMPACTS

No significant adverse impacts to public views are anticipated as part of the Proposed Project. Some impacts may result to private views, which are not protected under the City’s SEPA Policies.

F. SHADOW, LIGHT AND GLARE

EIS

The Harborview Medical Center EIS states that the principal sources of light in the Harborview area are streetlights, car headlights and lighting from nearby Interstate-5, building lighting and security lighting. Due to its 24-hour operation, Harborview was acknowledged to generate continuous building and site lighting. The Harborview Medical Center EIS found that there were no unusually bright sources of light or extraordinary levels of illumination/glare. The Harborview Medical Center EIS found no probable significant light and glare impacts that cannot be mitigated.

Regarding shadows/glare, the Harborview Medical Center EIS did not identify any buildings on the Harborview campus or vicinity that have highly reflective surfaces, mirrored glass or other glare causing material. The topography of the area and solar exposure did not present unusual conditions. The Harborview Medical Center EIS shadow study (**Figure 16**) is incorporated by reference here. Regarding the Planned Project open space at present Harborview Hall site, the EIS found the usability of the proposed open space may be affected by shadows from tall buildings.

EIS ADDENDUM – PROJECT IMPACTS

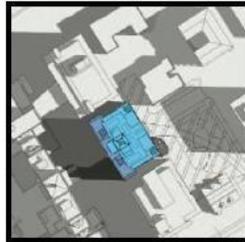
The Proposed Project will include possible, but limited light and glare impacts to the immediate vicinity. The increased building mass along Terry Avenue from the 7-story buttress addition may increase exposure to light and glare. However, the amount and level (intensity) of glare impacts are not expected to be significant due to the proposed institutional use; the impacts are similar to the existing conditions with nighttime illumination of Harborview Hall and the campus. Potential impacts can be mitigated.

The Harborview Hall Adaptive Reuse development does not include highly reflective materials. Building materials will include glazing consistent with high rise development, but is not expected to create any significant light and glare impacts.

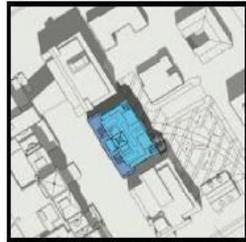
Lighting levels along the Ninth Avenue, Terry Avenue and the open space plaza may increase. The Proposed Project planned lighting, landscaping, streetscape improvements and pavers will contribute to improved visibility and pedestrian public safety.

The Proposed Project open space location along Terry Avenue improves potential solar exposure for peak use periods, which are assumed to be mid-day in the spring – summer. The Harborview Medical Center EIS acknowledged the Planned Project location for the open space “campus heart” on the end of Terrace Avenue would be affected by the taller surrounding buildings during this peak period. The Proposed Project improves the usability of the proposed open space by relocating away from shadows cast by the Norm Maleng, Center Wing and Research and Training Buildings.

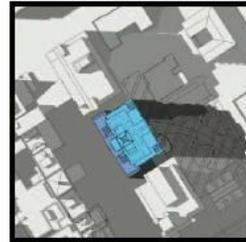
Figure 17



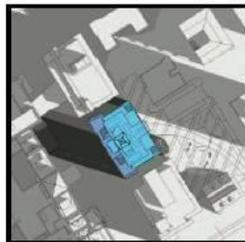
June 21st: 8am



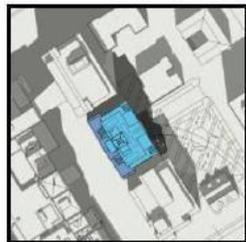
June 21st: NOON



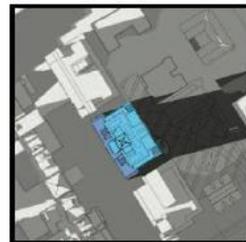
June 21st: 5pm



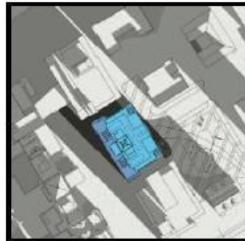
Mar/Sept 21st: 8am



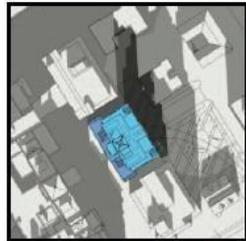
Mar/Sept 21st: NOON



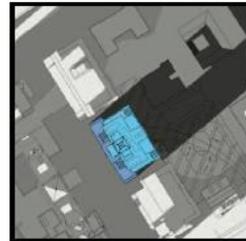
Mar/Sept 21st: 5pm



December 21st: 9am



December 21st: NOON



December 21st: 4pm

Shadows On
 Proposed Harborview Hall
 & Open Space Plaza
 harborview medical center
 FIG. 17



Date	Time	Altitude	Azimuth
June 21st	8:00 AM	35.24	92.93
	12:00 PM	66.74	173.78
	5:00 PM	28.89	274
Mar/Sept 21st	8:00 AM	17.47	109.47
	12:00 PM	42.73	174.43
	5:00 PM	13.19	256.03
December 21st	9:00 AM	7.54	137.53
	12:00 PM	18.99	178.18
	4:00 PM	2.19	231.2

A shadow analysis of the Proposed Project in comparison to existing conditions was completed. The key times considered were the Vernal/Autumnal Equinox (March/September 21) and the Summer Solstice (June 21). The Winter Solstice (December 21) was considered for comparison.

The analysis provided in **Figure 17** demonstrated that the Proposed Project's permanent open space would be at least partially shadowed year-round. The shadowing is least at mid-date in the spring and summer when the sun is high and the shadows cast from buildings are the shortest. The southern portion of the open space closer to the Fire House would have the best solar exposure.

Notably, the proposed open space provides improved solar exposure over the "campus heart" design included in the Harborview Medical Center EIS. *Compare Figure 16 with Figure 17.*

POTENTIAL MITIGATION MEASURES

The City's SEPA Policies lack authority to mitigate shadow impacts. However, the Proposed Project improves the likely usability of the proposed open space along Terry Avenue by relocating away from the shadows of the existing structures to the south and west of a Harborview Hall site.

City Council condition #18 to the adopted Harborview MIMP provides: "Exterior lighting fixtures shall be shielded or directed away from adjacent residential uses."

City Council condition #19 to the adopted Harborview MIMP provides: "Lighting poles shall be located away from and/or at heights compatible with residential development, to the extent feasible."

City Council condition #20 to the adopted Harborview MIMP states: "Screening and shading devices shall be installed to reduce or eliminate spillover lighting, particularly from across from sensitive residential receivers, to the extent possible."

City Council condition #21 to the adopted Harborview MIMP provides: "Glass and building materials shall be used that are not highly reflective to avoid creating glare."

City Council condition #22 to the adopted Harborview MIMP provides: "Building façades shall be designed with wall and glazing articulation and recesses to avoid large expanses of uniform surfaces. Spandrels, mullions and architectural detailing could lessen the effect of reflective glare from both artificial and natural light."

City Council condition #23 to the adopted Harborview MIMP provides: "Landscaping shall be included to diffuse and obscure light and glare impacts."

City Council condition #24 to the adopted Harborview MIMP provides: "To avoid having buildings shade landscaped open spaces, solar exposure and potential adjacent building sun blockages shall be considered in the design of all the proposed campus open spaces."

These Council conditions shall be integrated into the Proposed Project's design and operations.

SIGNIFICANT UNAVOIDABLE IMPACTS

As conditioned in the Harborview MIMP, no significant impacts relative to light, glare and shadows are anticipated as a result of the Harborview Hall Adaptive Reuse development.

G. HISTORICAL RESOURCES

EIS

According to the Harborview Medical Center EIS, there are three designated City Landmarks buildings in the vicinity of the Proposed Project. Fire Station #3 is located south of the Proposed Project site, adjacent to the proposed open space area. The U.S. Assay House/German House (also on the National Registry) is located to the north of the Harborview campus at 613 Ninth Avenue. Finally, the Trinity Parish Episcopal Church is located north of the campus at 609 Eight Avenue.

The Harborview Medical Center EIS found no significant adverse impacts will occur to the nearby landmark structures. Fire Station #3 was proposed to be maintained; the analysis indicated that the setting will be changed to the extent of the adjacent 7-story Potential Project was developed.

EIS ADDENDUM – PROJECT IMPACTS

Following the City's adoption of the Harborview MIMP, the City's Landmarks Preservation Board (Board) took action on two structures on the Harborview campus, including the site of the Proposed Project – Harborview Hall – as well as the East Hospital (Center Wing) at 325 Ninth Avenue.

On September 16, 2009, the Board approved the Landmark designation of the East Hospital (former Center Wing). However, the Board denied the Landmark designation of Harborview Hall. The Board majority found that Harborview Hall did not meet any of the designation criteria.²⁸ Accordingly, Harborview Hall is ineligible for landmark nomination for five years from the date of the termination without the written consent of the County; this expiration is September 16, 2014.

The County concluded that the preservation and adaptive reuse of Harborview Hall was an economically and environmentally preferable choice compared to the demolition of the structure.²⁹

There are two designated Landmarks within the immediate proximity of the Proposed Project: (1) Fire Station #3; and (2) the East Hospital (Center Wing).

The Proposed Project is located on Ninth Avenue across from Harborview Medical Center and does not block existing public views of the designated Landmarks from the existing right-of-way.

²⁸ See SMC 25.12.350.

²⁹ Harborview Hall Adaptive Re-use Update, KING COUNTY FACILITIES MANAGEMENT DIVISION, <http://kingcounty.gov/operations/FacilitiesManagement/currentProjects/HarborviewAdaptiveReuse.aspx> (last visited June 12, 2014).

Regarding the Fire Station #3, the Proposed Project improves views from the public right-of-way by the demolition of the existing one-story structure on Terry Avenue that impedes views from the north. The Proposed Project envisions redevelopment of the Engineering Services Building as an open space/plaza area, which will improve the public views of the Fire Station #3 from the north.

POTENTIAL MITIGATION MEASURES

City Council condition #31 for the adopted Harborview MIMP provides: “Compliance with the Landmarks Preservation Ordinance (SMC 25.12) will constitute compliance with the SEPA Landmarks Policy. Nothing in this Master Plan approval shall be construed as prejudging or superseding the landmark review process as specified in the Landmarks Preservation Ordinance or diminishing the Landmarks Board’s role in that process.”

The City’s Department of Neighborhoods Landmarks Board staff has reviewed the Proposed Project’s potential impacts to adjacent and proximate landmark buildings and has determined that there are no significant impacts relative to landmark structures. Thus, no mitigation is necessary. Please see Appendix B for the Landmarks Board staff letter regarding the historical resources review of the Proposed Project. Additionally, the Harborview Hall Adaptive Reuse development façade has been designed to be respectful to the adjacent Harborview campus and neighborhood.

SIGNIFICANT UNAVOIDABLE IMPACTS

No significant impacts relative to the proximate landmarked structures are anticipated as a result of the Harborview Hall Adaptive Reuse development.

H. TRANSPORTATION/PARKING

EIS

The Harborview Medical Center EIS assessed the direct, indirect and aggregate impacts of the Planned and Potential Projects and alternatives as they relate to the general transportation system, including traffic operations, pedestrian facilities, traffic safety, circulation systems and parking.

In relation to parking demand, the Harborview Medical Center EIS figures that the future with-Planned and Potential Project demand was calculated based on project hourly trip generation characteristics of hospital staff and non-staff members.³⁰ It was determined that future demand would exceed future supply and that the peak demand would occur between 1:00-2:00 PM. However, the future parking shortfall would be four hours less than the existing shortfall.³¹ The peak future parking demand would be approximately 2,210 vehicles. Overall, the Harborview Medical Center EIS determined this deficit would be less than one-quarter of the deficit that would exist under the Future Without-Master Plan scenario. Increases in the use of alternative transportation modes resulting from the Harborview Transportation Management Program (TMP) would reduce the parking deficit.

³⁰ Harborview Medical Center EIS, pg. 180-181, Table 47.

³¹ *Id.*

The Harborview Medical Center EIS noted that the traffic and parking demand impacts under the Increased Height/Increased Intensity Alternative would be the same as the original Proposed Action since the total amount of development and parking garage locations would be the same.³²

EIS ADDENDUM – PROJECT IMPACTS

A Traffic Impact Analysis (TIA) (located at Appendix C to this Addendum) was prepared for the Harborview Hall Adaptive Reuse development. The TIA is on-file with DPD as a component of the MUP Project File (MUP No. 3016021).

The TIA evaluates traffic impacts regarding access/circulation and parking demand. **Table 4.**

Table 4 Comparison of Approved Harborview Medical Center MIMP and Proposed Project Characteristics

Characteristic	Approved MIMP¹	Development to Date²	Remaining Development Potential
Development Area	Existing: 1,336 million sf New: 803,875 sf Total: 2.1 million sf	New: 434,380 sf Total: 1,770 million sf	New: 369,495 sf
Parking Supply	New: +1,000 spaces Displaced: -208 spaces Total New: 792 spaces	New: +1,000 spaces Displaced: -208 spaces Total New: 792 spaces	All spaces assumed in the approved master plan have been constructed
Access for Harborview Hall	<ul style="list-style-type: none"> • Proposed Access via the alley along Jefferson Street between 9th Avenue and Terry Avenue. • Possible access at entrance along Terry Avenue at Terrace Street 	<ul style="list-style-type: none"> • No Changes 	<ul style="list-style-type: none"> • No changes anticipated.

Notes: sf = square-feet

1. Based on the *Harborview Medical Center Final Environment Impact Statement (FEIS)*, November 12, 1999.
2. *Addendum to the Harborview Medical Center Major Institution Master Plan FEIS for the Inpatient Expansion Building (IEB) and Seismic Upgrade and Ninth & Jefferson Building (NJB)*, September 22, 2003.

Regarding access/circulation, the Proposed Project will include a secure patient delivery area for trucks and vans to transport patients to the site. The secure patient delivery area supports and facilitates the controlled, safe transfer of patients with potential medical and/or mobility impairments. The secure patient delivery area would be accessed via Terrace Street. The volume of secure patient deliveries is expected to be four to eight vehicles per day. The Harborview Medical Center EIS evaluated the Proposed Project site as a possible access location for an underground parking garage (Plaza Garage).³³ This evaluated alternative results in substantially more intensive circulation and access impact than the Proposed Project. Traffic associated with Proposed Project users would utilize the existing garage access locations and parking stalls previously constructed pursuant to the approved MIMP.

³² Harborview Medical Center EIS, pg. 183.

³³ See Harborview Medical Center EIS, pg. 175 and Figure 35.

Equipment, material and supply deliveries would occur at the existing loading facility at other Harborview campus locations (e.g., the Research and Training Building loading dock located directly adjacent to the Proposed Project site, Ninth & Jefferson Building and/or the West Campus loading docks), consistent with existing practice. The deliveries would then be transported manually to the Proposed Project by existing tunnels which connect the Harborview campus.

Regarding parking, the Proposed Project does not include a change in parking. All Harborview Medical Center campus parking supply anticipated in the Harborview MIMP to support the medical institution use has been provide in the build-out, including the increase of 130 underground parking stalls provided with the Ninth & Jefferson Building as approved in 2003.³⁴ The overall parking count does not change, so there will be no noticeable change to parking impacts as described in the Harborview Medical Center EIS.

The proposed Harborview Hall Adaptive Reuse development is within the range of transportation impacts evaluated as part of the Harborview Medical Center EIS projects and alternatives.

POTENTIAL MITIGATION MEASURES

City Council condition #34 for the adopted Harborview MIMP provides: “Harborview shall comply with the terms of the Transportation Management Program (TMP) to reduce the number of Harborview commuter trips in employee single occupancy vehicles to forty-five percent (45%) of the total number of weekday, day shift commuter trips. Enhancements shall be proposed to the Harborview’s TMP that would likely result in additional reductions in the employees’ use of single-occupant vehicles for commuting. The TMP identifies strategies and actions that are intended to reduce parking and traffic demands associated with projected growth at the Harborview campus. The proposed TMP is described in the Major Institution Master Plan document with the following elements: a building transportation coordinator, periodic promotional events, commuter information centers, ride-matching service coordination, parking fees, carpool/vanpool subsidy, carpool/vanpool preferential parking, transit pass subsidy, University of Washington Health Sciences Shuttle Services, First Hill Express, bicycle racks and lockers, motorcycle parking spaces, residential parking zones, guaranteed ride home, telecommuting, pedestrian access, evaluation criteria and annual reporting.”

SIGNIFICANT UNAVOIDABLE IMPACTS

As conditioned in the Harborview MIMP, no significant impacts relative to transportation access/circulation or parking are anticipated as a result of the Harborview Hall Adaptive Reuse development.

³⁴ See Addendum to the Harborview Medical Center Final Environmental Impact State for Inpatient Expansion Building (IEB) and Seismic Upgrade and Ninth & Jefferson Building (NJB), September 22, 2003, at pg. 6.

I. SHORT-TERM CONSTRUCTION IMPACTS

EIS

This section of the EIS Addendum provides additional detailed analysis of possible short-term construction impacts associated with the Proposed Project, specifically relating to earth, air quality, noise, and transportation/parking. With respect to each of the elements discussed below, construction impacts of the proposed Harborview Hall Adaptive Reuse development are substantially similar to those evaluated as a component of the Harborview Medical Center EIS.

EIS ADDENDUM

The Harborview Hall Adaptive Reuse development is located on the mid-block of Ninth Avenue between Jefferson Street and Alder Street in the First Hill neighborhood of the City of Seattle.

The Proposed Project is the adaptive re-use of the existing 11-story Harborview Hall and the construction of a 7-story infill addition to the eastern façade of Harborview Hall. The Proposed Project will include the demolition of a portion of the existing Harborview Hall structure (50,375 sf.), construction of a 7-story buttress addition (115,625 sf.), demolition of the 6,000 sf. Engineering Services building, 21,000 sf. of landscaped open space along Terry Avenue between Terrace Street and Alder Street and 9,000 cu. yds. of grading.

The Proposed Project does not include a change in parking. All Harborview Medical Center campus parking supply anticipated in the Harborview MIMP to support the medical institution use has been provide in the build-out, including the increase of 130 underground parking stalls provided with the Ninth & Jefferson Building as studied in an Addendum approved in 2003.³⁵

The Harborview Hall Adaptive Reuse development is located within the urbanized First Hill neighborhood. In terms of the surrounding neighborhood, the adjacent land use is primarily institutional with areas of residential to the north, northeast and southeast. Construction activity from the Proposed Project would be noticeable to some of the adjacent land uses. The following evaluates the potential construction-related impacts in terms of short-term noise/vibration, air quality and transportation related impacts.

1. Earth – Short Term

EIS ADDENDUM – PROJECT IMPACTS

The Proposed Project demolition and site preparation, including grading and excavation, would impact the Harborview campus area. It is estimated the Proposed Project will require the removal of approximately 13,750 cu. yds. of material, including an estimated 9,000 cu. yds. of grading.

³⁵ See Addendum to the Harborview Medical Center Final Environmental Impact State for Inpatient Expansion Building (IEB) and Seismic Upgrade and Ninth & Jefferson Building (NJB), September 22, 2003, at pg. 6.

Materials would be removed by truck to an approved disposal site, to be determined. There would be minor, short-term disruption of traffic by trucks and equipment and dust/mud on street impacts.

The proposed Harborview Hall Adaptive Reuse development is within the range of actions and short-term construction impacts related to demolition and excavation evaluated as part of the Harborview Medical Center EIS.

POTENTIAL MITIGATION MEASURES

The City Council imposed short-term construction conditions in the Harborview MIMP, including:

Prior to Commencement of any Demolition or Construction

- Condition #52: “The excavation contractor shall provide a truck management plan to SeaTran Permit office (predecessor to the Seattle Department of Transportation (SDOT)) for approval and identify demolition and excavation disposal sites.”

For the life of the Project

- Condition #63: “Harborview shall consider the input of the standing committee on future proposed projects once those projects are detailed. Additional SEPA review, whether through addenda, checklists, or supplemental EIS’s may be required for individual projects as determined appropriate by the DCLU (predecessor to DPD) Director, depending on whether the scope of anticipated impacts exceeds those described in the FEIS, and whether the adopted mitigation is deemed adequate. Proposed developments not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permit. Additional environmental review may also be required for those proposed developments, which were reviewed at the project level in the FEIS if there are changes to the preferred or alternative building sites, programs or designs, which in the judgment of the Director of DCLU would result in substantially different environmental impacts than are described in the FEIS. This information may be provided as addendum(s) to the FEIS, unless the DCLU Direct determines that supplemental EIS(s) are necessary.”

SIGNIFICANT UNAVOIDABLE IMPACTS

The Proposed Project will have construction-related impacts related to demolition and excavation that are unavoidable due to the nature of the construction. However, with the proposed mitigation and given the anticipated duration, none of these temporary construction-related impacts are considered to be significant.

2. Air Quality – Short Term

EIS ADDENDUM – PROJECT IMPACTS

The Proposed Project construction will likely generate emissions as a result of the fugitive dust from the demolition activities associated with earthmoving and from vehicular/equipment traffic.

Residential uses in the vicinity of the Harborview Hall Adaptive Reuse Development are the most sensitive land uses to this particulate matter, specifically the apartments to the north and northeast.

The primary type of pollutants during the construction of the Proposed Project would be the particulates and hydrocarbons from the gasoline and/or diesel-powered machinery used for demolition, excavation and construction. Such emissions would be temporary in nature and localized to the immediate vicinity of the Proposed Project construction activity.

Also, the trucks transporting excavated earth and/or construction materials would emit carbon monoxide and hydrocarbons along truck routes used by the construction vehicles. No construction activity or off-site construction-related truck movements are expected to cause violations of the applicable ambient air quality standards.

The proposed Harborview Hall Adaptive Reuse development is within the range of actions and short-term construction impacts related to air quality evaluated as part of the Harborview Medical Center EIS.

POTENTIAL MITIGATION MEASURES

The Proposed Project construction will adhere to the Puget Sound Clean Air Agency's (PSCAA) regulations regarding demolition activity and fugitive dust emissions, including the following:

- Wetting of exposed soils;
- Covering or wetting of transported earth materials;
- Washing of truck tires and undercarriages prior to travelling on public streets; and
- Prompt cleanup of any materials tracked or spilled onto public streets.

SIGNIFICANT UNAVOIDABLE IMPACTS

The Proposed Project will have certain construction-related air-quality impacts that are unavoidable due to the nature of the construction. However, with the proposed mitigation and given the anticipated duration, none of these temporary construction-related impacts are considered to be significant.

3. Noise/Vibration – Short Term

EIS ADDENDUM – PROJECT IMPACTS

Due to the nature of the planned construction related activity, the Proposed Project would result in an increase in the levels of sound and vibration within the project vicinity as well as the streets used by construction vehicles entering/exiting the site. The City’s Noise Ordinance standards for construction would be enforced during the project and regulate any noise generated by the associated construction activities.³⁶ **Table 5** depicts the average noise levels associated with various construction equipment typically used on a project site. The increase in sound levels associated with the Proposed Project would be contingent on the type and period of equipment used as well as its vicinity to the property line.

The proposed Harborview Hall Adaptive Reuse development is within the range of actions and short-term construction impacts related to noise/vibration evaluated as part of the Harborview Medical Center EIS.

Table 5
Construction Equipment Noise Emission Levels³⁷

Equipment	Average Noise Level (dBA) 50 ft. from source
Air compressor	81
Backhoe	80
Compactor	82
Concrete pump	82
Dozer	85
Generator	81
Jack hammer	88
Pump	74
Saw	76

Construction related noise would be temporary and could result in brief impacts including irritation and speech interference. **Table 6**, below, provides a list of sound levels to be used for comparison against the noise levels listed above in **Table 5**.

Table 6
Common Sounds and their DBA Levels³⁸

Source	Average Noise Level (dBA)
Rocket launching pad	180
Jet plane	140

³⁶ SMC 25.08.425.

³⁷ EPA, 1971; Barnes et al., 1976.

³⁸ EPA, 1972; EPA 1976.

Gunshot blast	140
Riveting steel tank	130
Automobile horn	120
Sandblasting	112
Woodworking shop	100
Punch press	100
Pneumatic drill	100
Boiler shop	100
Hydraulic press	100
Car manufacturing plant	100
Subway	90
Average factory	80-90
Noisy restaurant	80
Busy traffic	75
Conversational speech	66
Average home	50
Quite office	40
Soft whisper	30

POTENTIAL MITIGATION MEASURES

The City’s Noise Ordinance objective standards (allowed hours and noise levels) for construction will be enforced for the Proposed Project.³⁹ The Noise Ordinance uses zoning to determine noise levels for construction. Whether the use is commercial or residential, the underlying zone determines the objective decibel limit for construction noise.

The Proposed Project shall be subject to the City’s Noise Ordinance scheduling regulations. By limiting most construction-related activities to the standard construction hours established by the Noise Ordinance (7 a.m. to 10 p.m. on weekdays; 9 a.m. to 10 p.m. weekends and legal holidays), disturbances can be reduced.⁴⁰ The Proposed Project shall include specific mitigation measures, such as the ones discussed below, to minimize all noise and construction related impacts.

The Harborview MIMP imposed SEPA impact short-term construction conditions relative to noise. These conditions are applicable to the Proposed Project and effectively address the anticipated impacts. The City imposed the following conditions:

During Construction

- Condition #55: “The following low impact noise will be permitted on Saturdays from 9:00 am to 5:00 pm. Requests to do work described below in the weekday evenings (6:00 pm to 8 pm) will be reviewed on a case-by-case basis. DCLU (DPD) approval is required prior to any such occurrence.

³⁹ SMC 25.08.425.

⁴⁰ SMC 25.08.425.A.2.

All work on-site shall be fully supervised by Harborview or King County on-site construction personnel who will ensure that Saturday construction is of a non-noisy nature and report back to the Land Use Planner with written confirmation of agreement to the construction hours of the subcontractors. Periodic monitoring of work activity and noise levels will be conducted by DCLU (DPD) construction inspectors.

Surveying and layout. This requires no noise generating equipment and requires two or three people walking around the project.

Stocking with crane. The crane is electric and requires four people to work with the crane.

Other ancillary tasks. This includes: site security; surveillance; and monitoring and maintenance of weather protection; water dams; and heating equipment.

Concrete work. This includes finishing and setting.”

- Condition #56: “Critical quiet construction activities, which are of an emergency nature that are related to issues of safety, or which could substantially shorten the total construction time-frame if done after the regulation construction crew has left, will be allowed. In order to accommodate the needs of the Hospital and ensure that the construction activities will not have adverse impacts on the nearby residential uses, request to extend the hours of construction on weekdays from 6:00 pm to 8:00 pm shall be reviewed on a case-by-case basis and approved by DCLU (DPD) prior to each occurrence. Periodic monitoring of work activity and noise monitoring will be conducted by DCLU (DPD) construction inspectors.”
- Condition #57: “Quiet non-construction activities that can be done at any time such as, but not limited to, site security, surveillance, monitoring of weather protection, checking tarps, surveying, and walk on and around the site and structure will not be limited by the conditions imposed above or below.”
- Condition #58: “In addition to the Noise Ordinance requirements to reduce the noise impacts of construction on nearby properties, all demolition, grading, and construction activities shall be limited to non-holiday weekdays between 7:30 am and 6:00 pm. After each floor of the building is enclosed with exterior walls and windows, interior construction on individual enclosed floors can be done at other times with the written approval of the Land Use Planner and the Director of Construction Inspections of DCLU (DPD).”
- Condition #59: “Equipment shall be employed on-site that is as quiet as feasible for the work to be performed.”
- Condition #60: “Nearby residents shall be advised of the construction schedule, the construction process and Harborview must provide a contact person to address construction-related problems, such as noise impacts.”

- Condition #61: “Construction schedules shall be coordinated with nearby on-campus research activities, allowing the opportunity to reschedule research or construction activities if a conflict arises.”
- Condition #62: “Whenever practical, rubber-tire equipment shall be used instead of equipment with metal tracks. Muffler shall be provided and maintained for stationary engines. Construction personnel shall limit the extent of unnecessary equipment idling. Air compressors shall be utilized with silencing packages. Preference shall be given to electrically-driven and hydraulically-driven equipment in place of diesel or pneumatic equipment.”

SIGNIFICANT UNAVOIDABLE IMPACTS

The Proposed Project will include certain construction-related noise and vibration impacts that are unavoidable due to the nature of the construction. However, with the proposed mitigation and given the anticipated duration, none of these temporary construction-related impacts are considered to be significant.

4. Transportation, Circulation and Access – Short Term

EIS ADDENDUM – PROJECT IMPACTS

Due to the nature of the planned construction related activity, the Proposed Project would result in an increase in the transportation and parking impacts within the project vicinity.

Vehicle trips generated by construction activity would include:

- Arrival and departure of construction workers.
- Delivery of construction materials.
- Delivery of construction equipment and vehicles.
- Delivery and removal of materials associated with demolition or grading.
- Removal of debris from demolition activity.

Construction worker trips as noted above generally occur before or right at the beginning of the morning or evening peak commute times. Generally, construction worker trips do not have a noticeable impact on peak hour traffic operations at adjacent streets and intersections because the relatively low number in comparison with overall traffic volumes in the vicinity of Harborview.

The remaining category of vehicle trips are associated with deliveries/truck trips. The majority of trips would be associated with demolition and excavation activities. Approximately 13,750 cu. yds. of excavation and demolition material would be removed from the site during construction of the Proposed Project. Based on a 22-cu. yds. capacity for a tandem truck, the Proposed Project would generate approximately 625 trips during construction. The number of truck trips daily would vary depending on the level of construction activity.

Due to the constricted Proposed Project site, temporary street closures may be likely at some stage in the construction process. Of the adjacent streets to the building sites that have the greatest potential for closure (e.g., Terrace Street and Terry Avenue), none are principal arterials. Therefore, temporary closures are not anticipated to have a significant impact on traffic operations.

Construction associated with the Proposed Project would generate temporary increases in parking demand, primarily due to the demand generated by construction workers.

POTENTIAL MITIGATION MEASURES

The Harborview MIMP imposed SEPA impact short-term construction conditions relative to noise. These conditions are applicable to the Proposed Project and effectively address the anticipated impacts. The City imposed the following conditions:

Prior to Commencement of any Demolition or Construction

- Condition #52: “The excavation contractor shall provide a truck management plan to SeaTran Permit office (SDOT) for approval and identify demolition and excavation disposal sites.”
- Condition #53: “In order to ensure that construction workers do not park on the street and do not usurp existing off-street parking on parking lots within Harborview’s primary impact area, Harborview shall prepare and distribute to all construction workers a flyer that includes: a map of the available parking lots, rates; the restriction on lots located outside the primary impact area identified in the Draft Environmental Impact Statement for Harborview’s Major Institution Master Plan; and explanation that construction workers must park outside the primary impact area, that no on-street parking by construction workers is allowed. Harborview shall require contractors to secure parking for their construction workers outside the primary impact area.”

During Construction

- Condition #54: “The flyer described in condition #53 shall be distributed to all current construction workers and any future workers hired.”

For the life of the Project

- Condition #63: “Harborview shall consider the input of the standing committee on future proposed projects once those projects are detailed. Additional SEPA review, whether through addenda, checklists, or supplemental EIS’s may be required for individual projects as determined appropriate by the DCLU (predecessor to DPD) Director, depending on whether the scope of anticipated impacts exceeds those described in the FEIS, and whether the adopted mitigation is deemed adequate. Proposed developments not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permit. Additional environmental review may also be required for those proposed developments, which were reviewed at the project level in the FEIS if there are changes to the preferred or alternative building sites, programs or designs, which in the judgment of the Director of DCLU would result in substantially different environmental impacts than are described in the FEIS. This information may be

provided as addendum(s) to the FEIS, unless the DCLU Direct determines that supplemental EIS(s) are necessary.”

SIGNIFICANT UNAVOIDABLE IMPACTS

The Proposed Project will have certain construction-related transportation circulation and parking impacts that are unavoidable due to the nature of the construction. Occasional and/or temporary street closures on non-arterial streets may inconvenience pedestrians and hamper traffic flow. However, with the proposed mitigation and given the anticipated duration, none of these temporary construction-related impacts are considered to be significant.