

# HARBORVIEW BOND PROGRAM

## Implementation Advisory Committee Meeting

October 9, 2025



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# MEETING AGENDA

**MIMP Amendment**

**Overview of Major Amendment 5 components**

**EIS Sections**

**Preliminary results of the EIS Analysis**

**Schedule**

**EIS Schedule**

**EIS Questions**

**Open for Comments/Questions**

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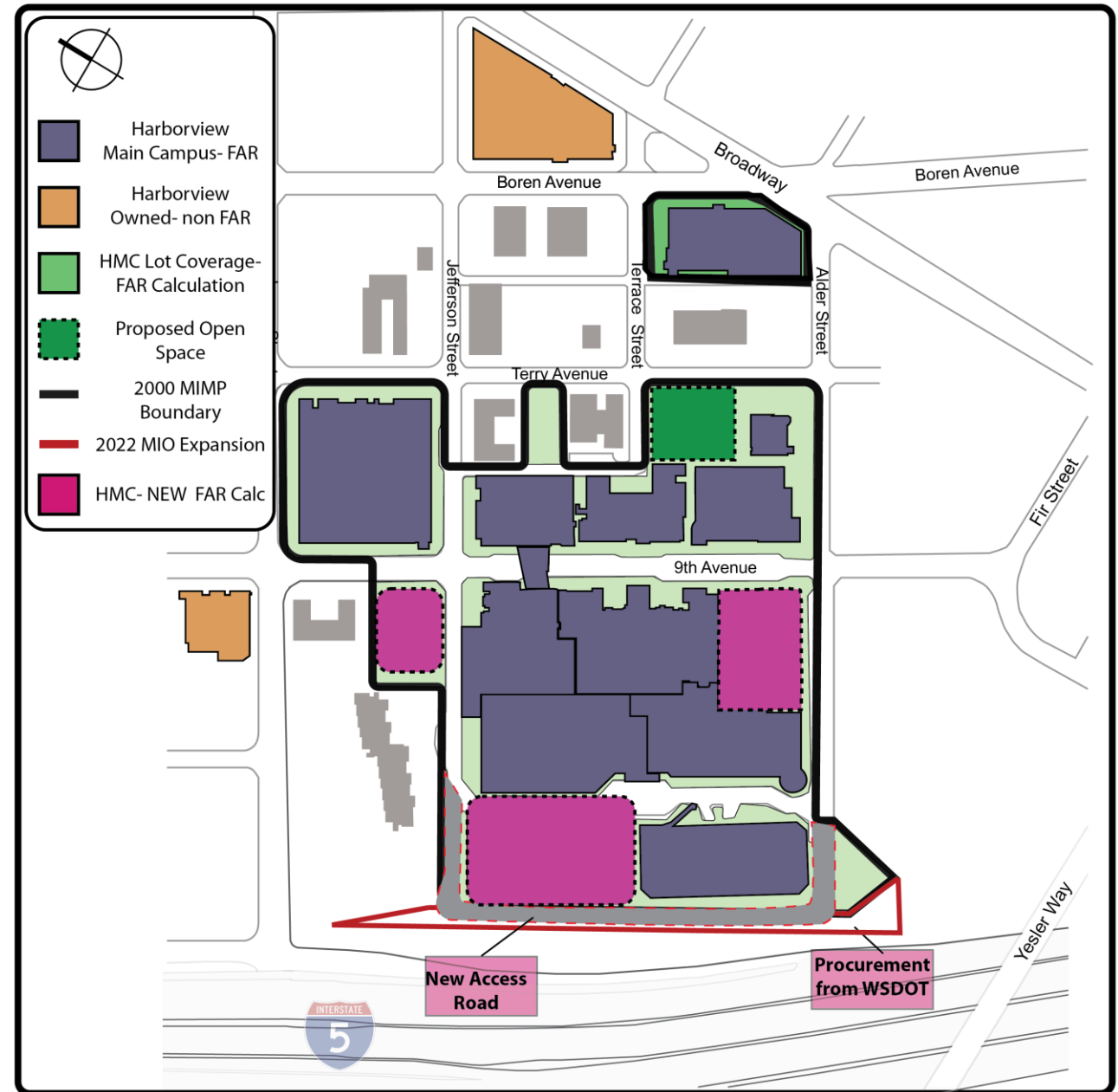


# 2024 MIMP Major Amendment

## MIO Boundary & Road Expansion

MIO: Major Institution Overlay

- Existing MIO = 594,480 sq ft
- Updated MIO = 650,000 sq ft
- Less than a 10% increase in the MIO square footage.



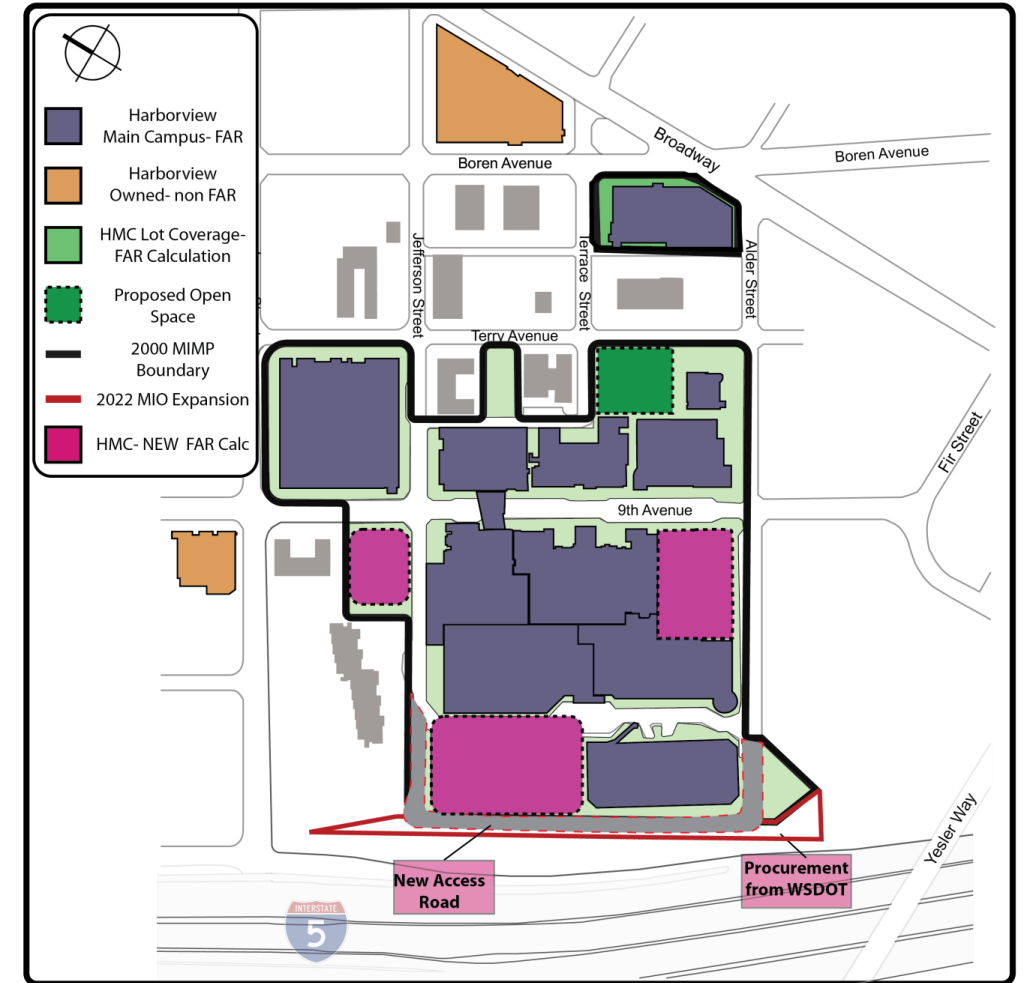
# 2024 MIMP

## Major Amendment

### Floor Area Ratio (FAR)

- Includes square footage for:
  - New Tower
  - Harborview Hall Renovation
  - Walter Scott Brown Building site
  - East Clinic Replacement building
- Does not include the open space plaza site

~3,800,000 gross sq ft / ~650,000 MIO sq ft =  
**6.0 FAR**



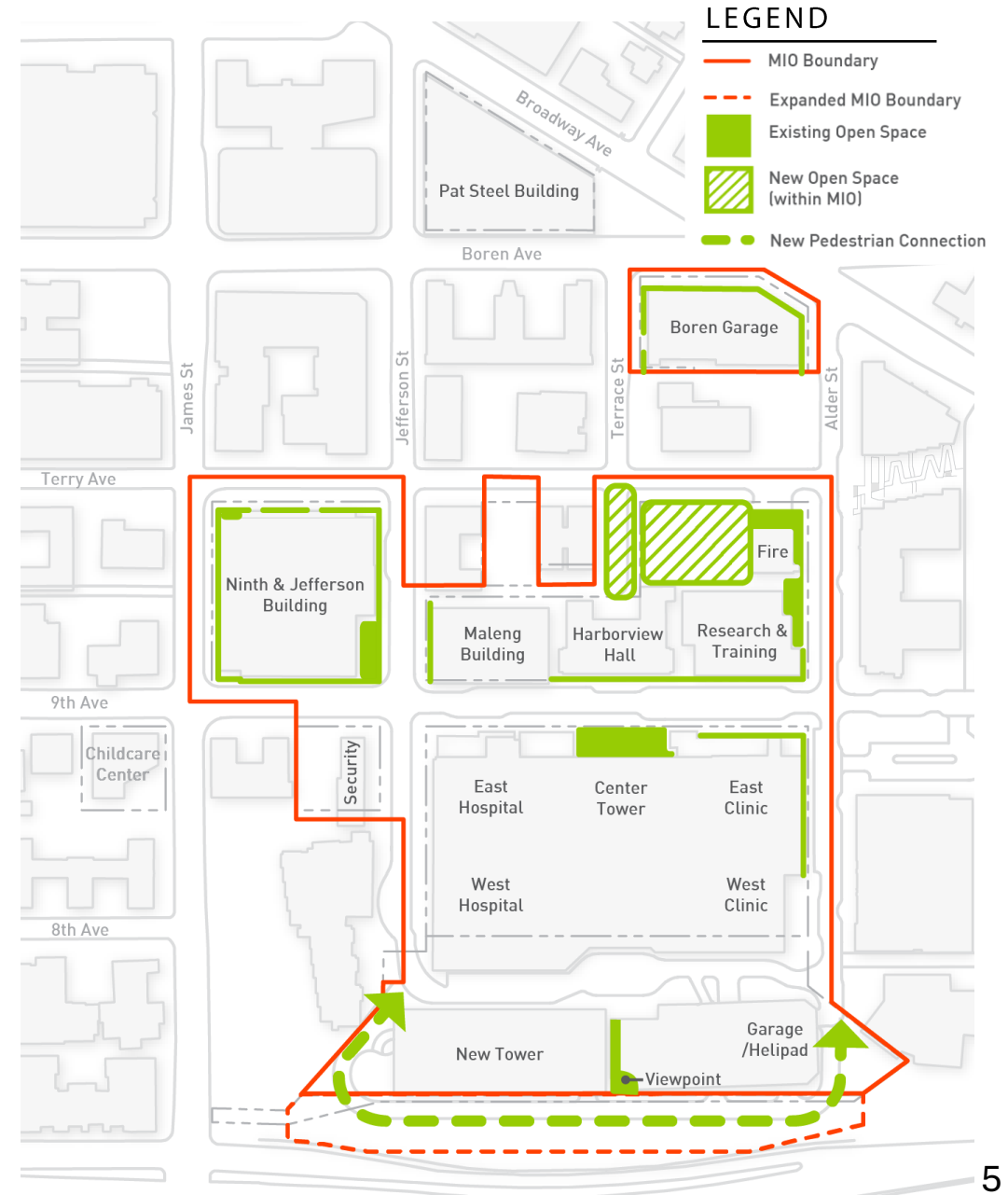
# EXISTING + NEW OPEN SPACE

New MIO Area = Approx. 632,000sf\*

## Proposed Open Space:

Existing open space	40,500sf (6%)
New open Space	33,000sf (5%)
<b>Total Open Space</b>	<b>73,500sf (12%)</b>

\*Proposed MIO area to be confirmed based on actual size of WSDOT parcel available.



# FIVE AMENDMENT COMPONENTS - RECAP

1. MIO boundary expansion
2. Increase FAR from 3.6 to 6.0
3. Reduction of open space requirement from 20% to 12%
4. Support of the New Tower as a planned project and future potential projects.
5. HMC will continue to develop and implement the transportation management plan (TMP) to minimize neighborhood impact by staff, patients, and visitors' vehicles



## SEPA EIS Process



We Are Here



## MIMP AMENDMENT EIS PROCESS

- King County has already conducted Scoping and has prepared the Preliminary Draft EIS (pDEIS) for initial review by the City and the IAC.
- The Draft EIS is the County's initial comprehensive analysis of probable significant environmental impacts of the alternatives.
- The Draft EIS will be distributed to agencies (federal, state, regional, City), Tribes, organizations, and the public for a review and comment period.
- A public meeting will be held following issuance of the document to gather comments regarding the Draft EIS.

# HARBORVIEW

## MIMP Major Amendment Environmental Impact Statement

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### EIS Alternatives

**Alternative 1 - Proposed MIMP Major Amendment** – Boundary Expansion and Increased Height Limits to 320' west of 8<sup>th</sup> Avenue

**Alternative 2 – Maximum Building Height of 240'** - Boundary Expansion and No Increase to Height Limits west of 8<sup>th</sup> Avenue

**Alternative 3 – No Action** – No Boundary Expansion and Only Development Under Current MIMP



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# HARBORVIEW

## MIMP Major Amendment Environmental Impact Statement

### Elements of the Environment

-Earth	-Land Use	-Recreation	-Transportation
-Air Quality/GHG Emissions	-Energy and Natural Resources	-Aesthetics – HBS/ Views/ Shadows/ Light & Glare	-Public Services
-Water	-Environmental Health	-Historic and Cultural Resources	-Utilities

\*The next slides detail EIS Results

### Potential Impacts and Mitigation Measures

- **Earth**
  - Entire campus part of a seismically active region; parts of campus are in a Steep Slope ECA.
  - Existing campus buildings require seismic upgrades; new buildings will require appropriate seismic design.
  - Geotechnical Report offers recommendations for design of grading, surface water flow and foundations onsite, and final design implements these recommendations.
  - Risk of landsliding and significant seismic slope displacements is low.
- **Energy + Natural Resources**
  - Proposed Action will require energy resources during demolition, construction, renovation, and operation of the proposed buildings.
  - Compliance with renewable/sustainable energy codes for new buildings. Provide new consolidated central systems for heating and cooling.
  - Meet or exceed requirements of the Seattle Energy Code.



### Potential Impacts and Mitigation Measures

- Air Quality/GHG –
  - Increased vehicular traffic, emissions from mechanical equipment, and trucks at loading docks, could result in a decrease in air quality and an increase in GHG emissions.
  - No significant impacts on regional or local air quality are anticipated.
  - Temporary, localized dust and odor impacts could occur during construction activities.
- Environmental Health
  - More waste-generating locations under MIMP Major Amendment for sufficient capacity.
  - San-I-Pak incinerator will require review of capacity to address additional medical waste.
  - Moving heliports north and to greater height will reduce noise west of I-5 and below heliports.
  - Update waste management policies to accommodate new types and quantities of medical waste.

### Potential Impacts and Mitigation Measures

- Water Resources

- Temporary impacts are possible with construction of a haul road from James Street to Yesler Way (runoff, materials, or sediments entering stormwater systems).
- Increase in campus-wide impervious surfaces, mostly associated with the Loop Road.
- New development would be subject to 2021 Seattle Stormwater Manual requirements.
- Stormwater would be detained onsite; discharged to the City's combined sewer system.
- With implementation of mitigation measures, no significant unavoidable adverse impacts.

- Land Use –

- Development of MIMP Amendment would result in an intensification of uses on campus, replacement of buildings, displacement of uses, and increases in activity levels based on increases in campus population.
- Not change to the urban medical center land use of the campus; would be consistent with applicable plans & policies.
- Temporary construction impacts (dust, noise, truck traffic. etc.) to adjacent land uses would occur.
- The guidelines/standards contained in the MIMP Amendment would preclude any potential significant land use impacts.

### Potential Impacts and Mitigation Measures

- Aesthetics H/B/S

- Would include an increase in allowed building height in the west portion of campus, an increase in the campus-wide FAR, a decrease in the open space area standard, and additional building development capacity.
- Would allow for the intensification of H/B/S on campus which would be generally consistent with surrounding high-rise development in the area, and the identified land use plan and standards for the First Hill area.
- Guidelines and development standards in the MIMP would preclude any significant H/B/S-related impacts.

- Aesthetics –View Protection

- Most views from designated viewpoints/scenic routes/of City Landmarks would not experience significant changes
- Views from the Harborview Hospital designated viewpoint would be impacted.
- Mitigation includes consideration of relocating the viewpoint to a different publicly accessible location on campus. With implementation of mitigation measures, significant unavoidable adverse impacts are not anticipated.



### Potential Impacts and Mitigation Measures

- **Aesthetics - Shadows**

- Overall open space reduction on campus; development of Planned Tower I under Alts 1 and 2 would remove the open space on top of the View Park I/Garage.
- Shadows from the potential redevelopment of the Boren Garage would increase compared to the No Action Alternative, but would not create new impacts to the surrounding area.
- The new shading would not be considered significant, as it would represent a small increase in overall shading of the area and would not substantially shade any public or private open spaces that are not already currently shaded by existing buildings.

- **Aesthetics – Light & Glare**

- While motorists on I-5 could experience reflected solar glare from the south and west facades of the Planned/Potential Towers, such glare would primarily be outside the cone-of-influence and would not be expected to cause problems for motorists or cyclists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

### Potential Impacts and Mitigation Measures

- **Historic and Cultural Resources**

- Several campus buildings meet the age criteria for National and/or City Landmark consideration.
- Two city-designated Landmarks on campus – Firehouse #3 and East Hospital Center Wing.
- Seismic upgrades would potentially occur to most of these older buildings.
- Controls & Incentives (C&I) Agreement exists for upgrades to the Center Wing.
- New development would not significantly impact existing historic resources on campus.
- Minimal short-term construction impacts.
- Mitigation includes the C&I for the Center Wing, as well as review by DON for buildings that could meet the City Landmark designation criteria.

### Potential Impacts and Mitigation Measures

- **Public Services**

- Improvements associated with MIMP Amendment may require additional police, fire, emergency, and security services.
- Additional staff may be necessary to address safety and security concerns. Additional coordination with SPD and SFP.

- **Utilities**

- New storm drain connections, sewer service, and water connections for domestic and fire purposes. Confirm capacity with SPU.
- 8th Avenue may be removed; install new access Loop Road west of Planned Tower I. Planned Tower I would require sewer main reroute.
- New development would conform with 2021 Stormwater Manual, requiring stormwater detention. New development would conform fire flow requirements.
- Coordination with SPU regarding sewer main reroute.
- With implementation of mitigation, no significant adverse impacts anticipated.



### Potential Impacts and Mitigation Measures

- Construction Impacts (Short-Term)

- Demolition, retrofits, site preparation, site access roadway construction, and excavation short-term impacts include increased vehicle and equipment, additional vehicle/truck trips from construction workers and debris/materials hauling and delivery, temporary road/lane closures, increased CO levels and particulate matter (dust) from trucks/construction equipment, and reduced availability of parking in campus area.
- Implementation of Construction Management Plan, including mitigation measures outlined in chapter to address short-term issues.

# TRANSPORTATION ANALYSIS - SCOPE

## Scenarios Analyzed

- Existing Conditions
- Future Conditions (No Action, MIMP Alternatives)
  - 2 horizon years: Planned (2035), Planned & Potential (2045)
- Multiple Roadway/Circulation and Parking Sensitivity Studies

## Transportation Elements Evaluated

- Weekday AM and PM Peak Hour Trip Generation (Net New)
- Traffic Operations
- Vehicle Access/Circulation
- Pedestrian Connectivity
- Transit Circulation/Capacity

# STUDY AREA INTERSECTIONS

Study area intersections determined based on review of the original EIS, potential impacts based on trip distribution patterns, and direction from SDCI/SDOT



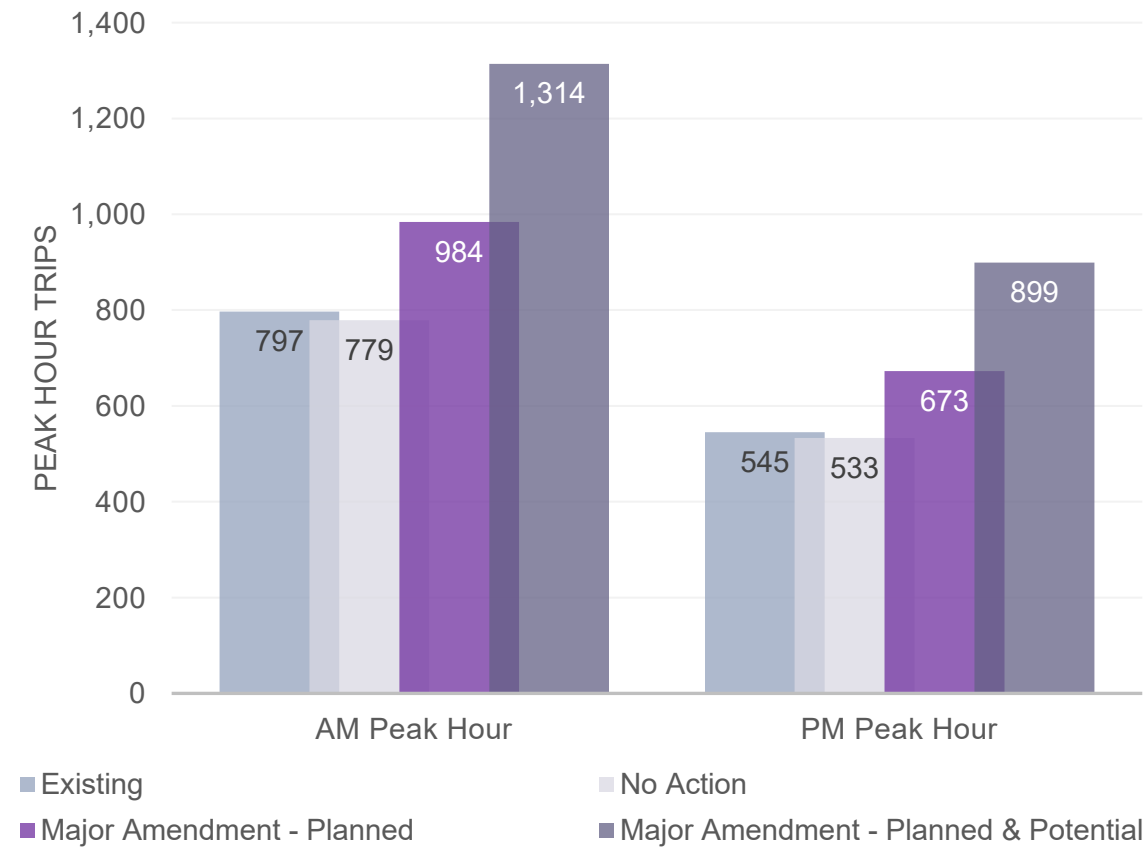


# TRANSPORTATION ANALYSIS – NO ACTION TRAFFIC FORECASTS

## Methodology

- 2035 and 2045 Horizon Years
- 1.5% Annual Growth Rate
- 25 Pipeline Projects (Approved, but not generating traffic)

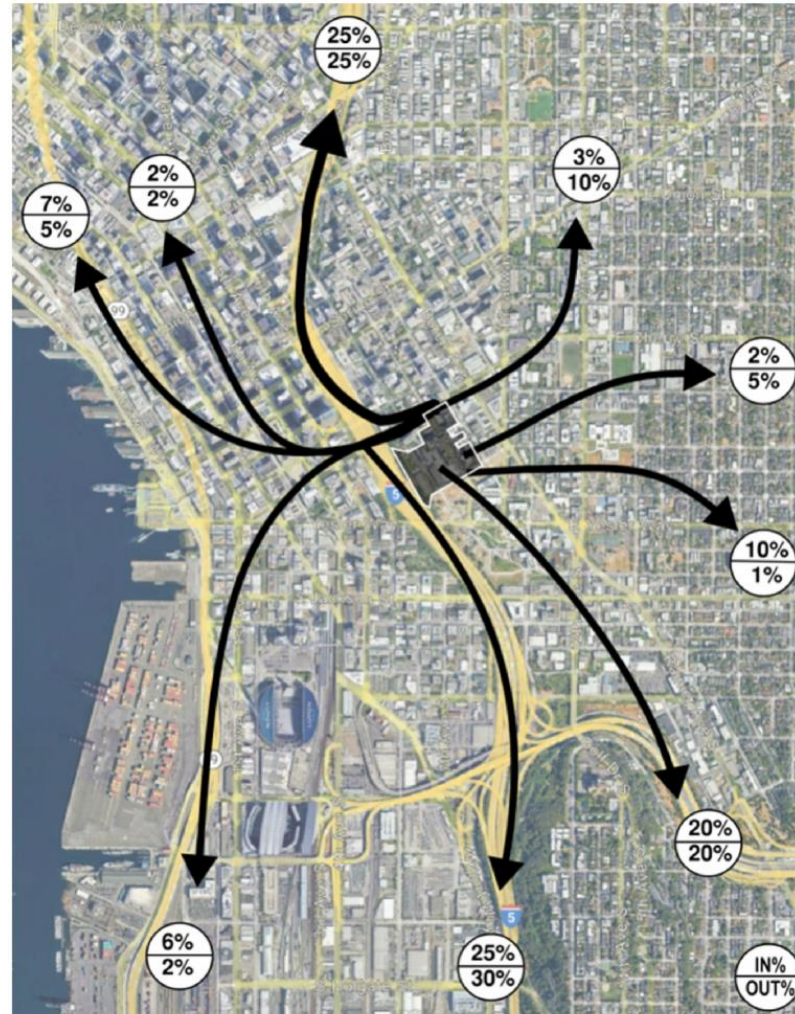
# TRIP GENERATION ESTIMATES



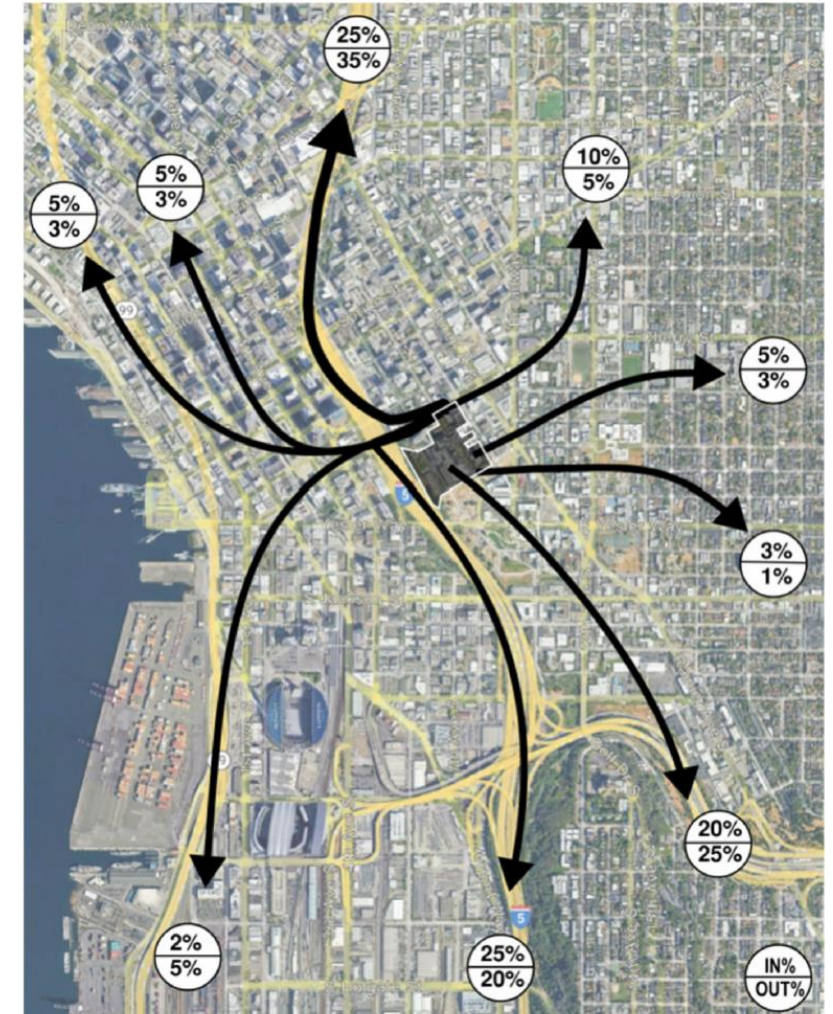
Condition	Total Size (GSF)	Change in size with condition
Existing	2,076,959 sf	-
No Action (2000 MIMP)	2,031,232 sf	-45,727 sf
<u>Major Amendment</u>		
<i>Planned</i>	2,564,959 sf	488,000 sf
<i>Planned &amp; Potential</i>	3,425,232 sf	1,348,273 sf

# TRIP GENERATION DISTRIBUTION PATTERNS

Trip Distribution patterns based on local travel patterns as determined through Streetlight data



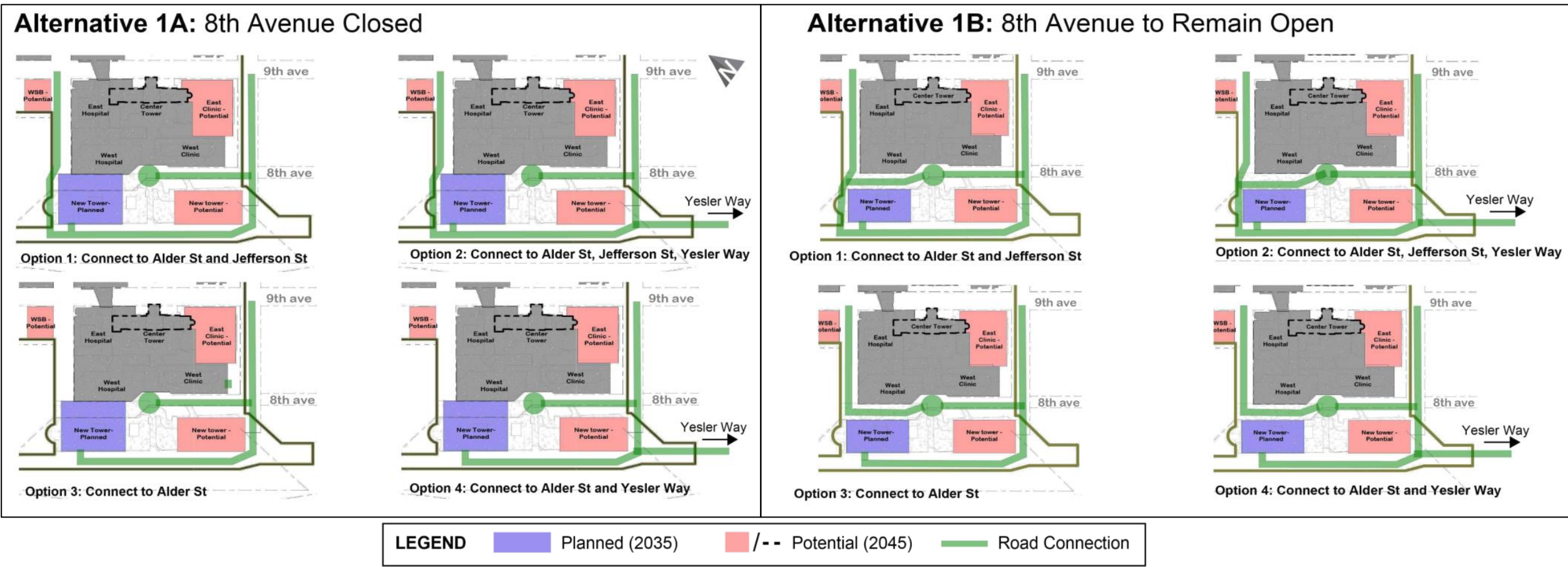
AM Peak Hour



PM Peak Hour



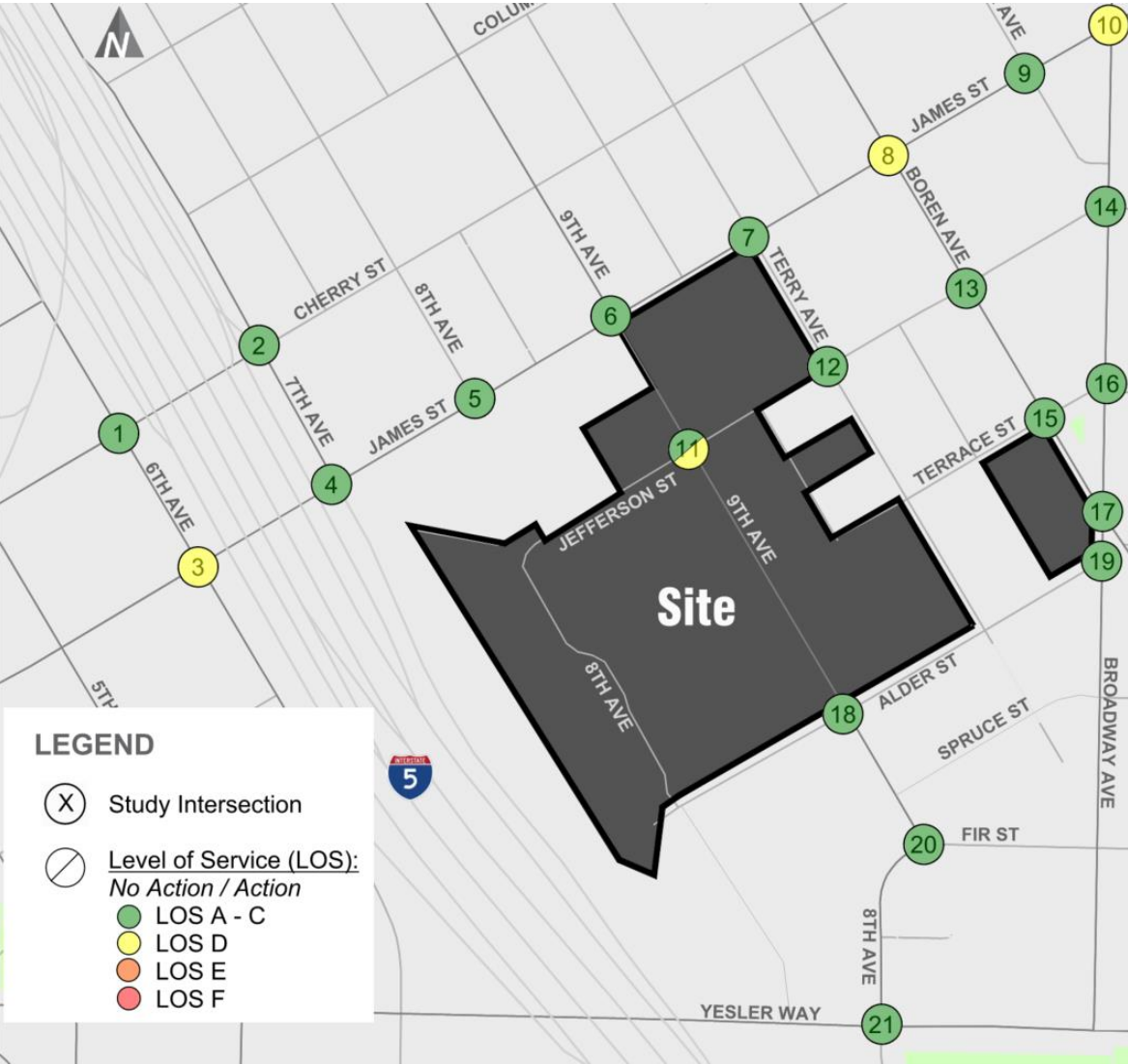
# ROAD CONNECTION OPTIONS CONSIDERED



Alternative 1 assumes the planned new tower includes parking accessed via the proposed loop road and the trips are assigned accordingly. A sensitivity analysis was conducted that considers the possibility of limiting the parking located within the planned new tower to provide flexibility for the location and density of the campus-wide parking plans.

# 2035 LOS SUMMARY

All intersections are projected to meet the City of Seattle LOS standards in 2035





# 2045 LOS SUMMARY

All intersections are projected to continue to meet the City of Seattle LOS standards in 2045 with the exception of **Jefferson Street/9th Avenue**



AM PEAK HOUR



PM PEAK HOUR



# MITIGATION

## **Jefferson Street/9th Avenue –**

Key location on campus with high pedestrian volumes and proximate to transit. Currently an all way stop controlled (AWSC) intersection.

Meets City of Seattle standards with planned tower. With continued growth and addition of potential projects, it is forecast to degrade to LOS F in the AM peak hour under 2045 conditions under all access conditions and parking sensitivity review with the exception of 2 connection options. These 2 options include the partial loop road and the closure of 8th Avenue (Options 1A.3-4) which limit use of Jefferson Street.

For the options with the impact, the EIS identified **installation of traffic signal with coordination with the adjacent 9<sup>th</sup>/James Street intersection.**

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## MIMP Major Amendment Environmental Impact Statement

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### TENTATIVE SCHEDULE:

1. EIS scoping – Completed May 1, 2025
2. Preliminary Draft EIS – Questions by 10/16
3. Preliminary Draft EIS – Prepared, waiting for comments from SDCI & IAC (due by 11/5)
4. Draft EIS – Dec 2025 publish for public & IAC comments
5. Preliminary Final EIS – May 2026 (includes responses to public & IAC)
6. Final EIS – June 2026
7. Comment on SDCI report – Aug 2026
8. Create final recommendation letter for hearing examiner – Sept 2026

# NEXT STEPS

## QUESTIONS AND COMMENTS

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