

SEATTLE PACIFIC UNIVERSITY REZONE APPLICATION & FINAL MIMP



3rd Avenue West

Peterson Hall

Martin Square

New Student Center

Tiffany Loop

West Cremona Street

Nickerson Street Corridor

Fremont Cut

Lake Washington Ship Canal



DAC Meeting **April 17, 2024**

AGENDA

1. Where we are

- Review Schedule
- Review Planning Area
- Review Role of MIMP & MIO

2. Where we've been

- MIMP Submittals
- Rezone Submittals

3. Changes since Draft MIMP

- DAC comment responses
- SDCI comment responses



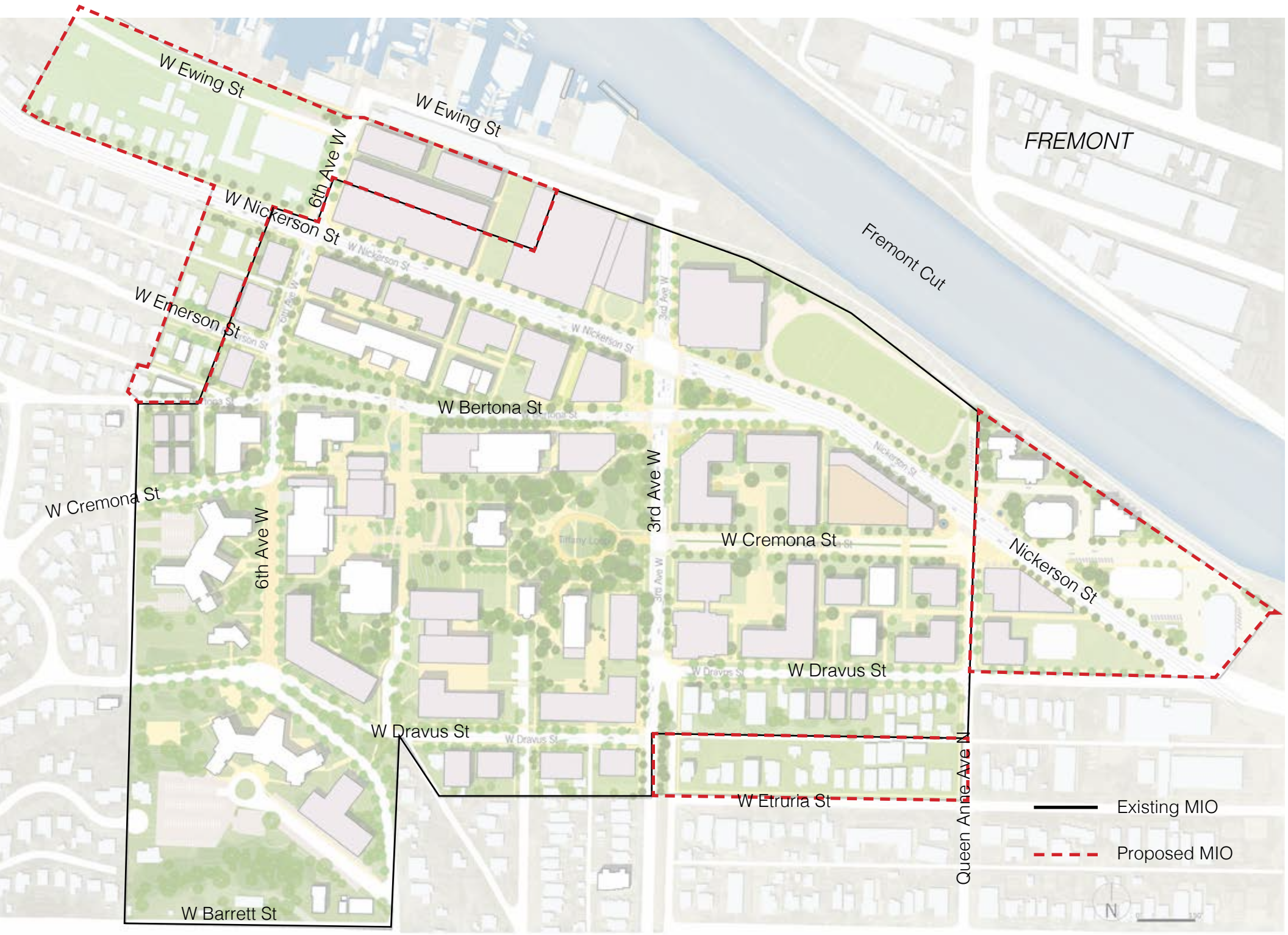
SCHEDULE

Next Few Months

Draft MIMP to Final MIMP

- EA submits Preliminary FEIS to SDCI
(within 6 weeks of #2 comments) for DAC, SDCI, and SDOT comment
- SDCI publishes Final MIMP and FEIS
(within 7 weeks of submittal of preliminary FEIS in #3)
- SDCI prepares draft Director's Report, Dept of
Neighborhoods w/ DAC to prepare draft DAC Report
(within 5 weeks of publication of MIMP/FEIS)
- University and DAC review/comment on draft SDCI
Director's Reports
(3 weeks)
- SDCI issues final Director's Report
(within 2 weeks of Institution/DAC comments)
- Final DAC report
(within 2 weeks of Final Director's Report)

PLANNING AREA AND ROLE OF MIMP & MIO



WHERE WE'VE BEEN

Submittal Process

- SPU submits documents
- SDCI reviews and responds
- SPU resubmits with changes

Three Document Types

- MIMP Documents
- Rezone Documents
- Responses to Comments

Document Roles

- MIMP is best understanding of SPU's needs over next 20-30 years
- MIMP is what guides and controls
- Rezone is required as part of MIMP process

	Date	SPU	SDCI
2020	July	Concept Plan	
2021	February		Correction Notice #1: -Public Comments -Rezone
	May	Preliminary Draft MIMP	
	August		Comment Letter: -SDCI Comments -SDOT Comments
2022	August	Revised Prelim Draft MIMP	
		Response to Correction Notice #1	
	December	Response to Comment Letter	Comment Letter #2: -Rezone Analysis
2023	April	Draft MIMP	
	June	Response to Comment Letter #2	
	October		Comment Letter #3: -Rezone Criteria
	November	Final MIMP	
	December	Response to Comment Letter #3	Comment Letter #4: -Rezone Application -MIMP -FEIS
			<i>SDOT Comments: Draft MIMP Revisions (dated Aug 2023)</i>
2024	January	Rezone Application	
		Response to Comment Letter #4	

WHERE WE'VE BEEN

Rezone Process

- SPU worked with SDCI on Rezone Criteria and Analysis
- SDCI requested Rezone Application
- SPU completed Rezone Application using existing MIMP content.

	Date	SPU	SDCI
2020	July	Concept Plan	
2021	February		Correction Notice #1: -Public Comments -Rezone
	May	Preliminary Draft MIMP	
2022	August	Revised Prelim Draft MIMP Response to Correction Notice #1 Response to Comment Letter	Comment Letter: -SDCI Comments -SDOT Comments
	December		Comment Letter #2: -Rezone Analysis
	April	Draft MIMP	
2023	June	Response to Comment Letter #2	
	October		Comment Letter #3: -Rezone Criteria
	November	Final MIMP Response to Comment Letter #3	
	December		Comment Letter #4: -Rezone Application -MIMP -FEIS
	December		<i>SDOT Comments: Draft MIMP Revisions (dated Aug 2023)</i>
2024	January	Rezone Application Response to Comment Letter #4	

Rezone Application

- Submitted in January.
- Overview requested by DAC chairs.

Rezone Application Submittal Information

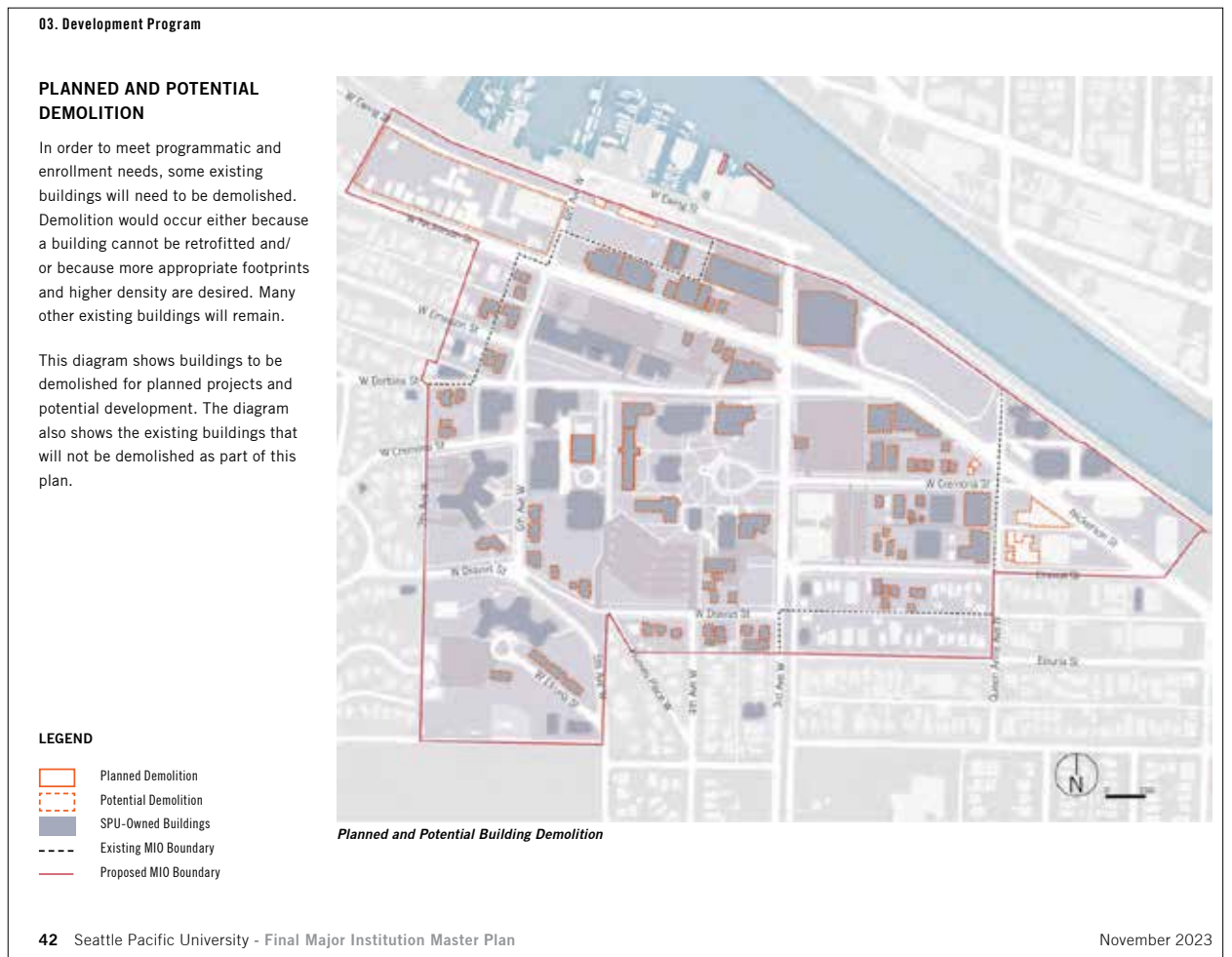
Please provide the following information with your rezoning application at the time of your appointment:

1. Project number.
2. Subject property address(es).
3. Existing zoning classification(s) and proposed change(s).
4. Approximate size of property/area to be rezoned.
5. If the site contains or is within 25 feet of an environmentally critical area, provide information if required pursuant to SMC 25.09.330 and Tip 103B, *Environmentally Critical Area Site Plan Requirements*.
6. Applicant information:
 - a. Property owner or owner's representative or
 - b. Other? (Explain)
7. Legal description of property(s) to be rezoned (also include on plans – see #16, below).
8. Present use(s) of property.
9. What structures, if any, will be demolished or removed?
10. What are the planned uses for the property if a rezoning is approved?
11. Does a specific development proposal accompany the rezoning application? If yes, please provide plans.
12. Reason for the requested change in zoning classification and/or new use.
13. Anticipated benefits the proposal will provide.
14. Summary of potential negative impacts of the proposal on the surrounding area.
15. List other permits or approvals being requested in conjunction with this proposal (e.g., street vacation, design review).
16. Submit a written analysis of rezoning criteria (see SMC 23.34.008 and applicable sections of 23.34.009-128). Include applicable analysis locational criteria of 23.60.220 if a shoreline environment redesignation is proposed.
17. Provide six copies of scale drawings with all dimensions shown that include, at a minimum, existing site conditions, right-of-way information, easements, vicinity map, and legal description. See SMC 23.76.040.D, Application for Council Land Use Decisions for other application materials that may be pertinent. Plans must be accompanied by Seattle DCI plans cover sheet.

WHERE WE'VE BEEN

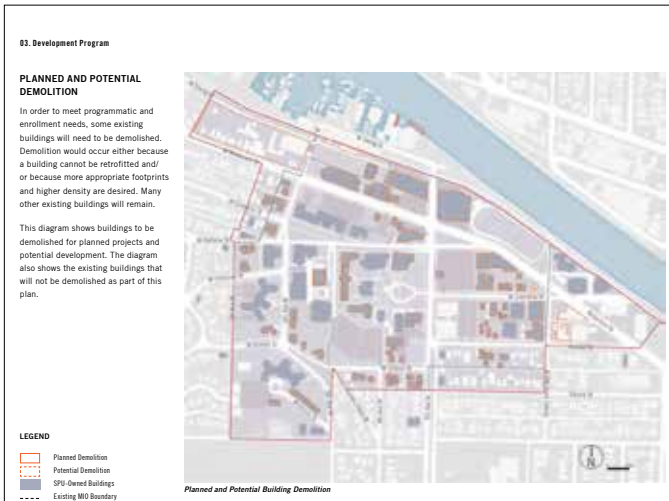
Rezone Application

- Content in Rezone Application created using existing content from MIMP.
- E.g. Question #9: "What structures, if any, will be demolished or removed?"



Map published in:
Revised Preliminary Draft MIMP (August 2022)
Draft MIMP (April 2023)
Final MIMP (November 2023)

WHERE WE'VE BEEN



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03. Development Program

EXISTING FACILITIES (E.4.a.)

Building #	Building Name	Building #	Building Name	Building #	Building Name	Building #	Building Name	Building #	Building Name
1	Demaray Hall ¹	33	Hill Hall ¹	114	Wesley Dravus Apartments	177	Eaton Hall	225	Quonset Hut ¹
2	Weter Hall ¹	34	Falcon Apartments ¹	115	Wesley Cremona Apartments	179	Apartment/ADU	226	House (uninhabitable)
3	Gwinn Commons	35	Cremona Apartments ¹	116	Kingswood House	182	Apartment ¹	227	Senior Art Studio
4	Marston Hall ¹	39	House	119	Bailey Apartments ¹	183	House	229	House
5	Watson Hall ¹	42	House	145	Office	185	Apartment ¹	230	House
8	Student Union Building ¹	44	Office	146	House	186	Duplex	231	House
9	Crawford Music Building ¹	57	House	153	Office	191	House	233	Financial Affairs Office ¹
10	McKinley Hall ^{1,2}	58	House	155	House	192	Triplex		
11	Beegle Hall ^{1,2,3}	59	Duplex	157	Bertona Classrooms	196	Cremona Classrooms		
12	Alexander & Adelaide Hall ^{1,2}	60	Duplex	161	Ames Library	197	House		
13	Moyer Hall ¹	61	Duplex	162	Walls Advancement Center ²	198	House		
14	Peterson Hall ^{1,2,3}	62	Duplex	163	Human Resources Building ⁴	200	Bookstore Annex		
16	McKenna Hall	63	Duplex	166	Duplex	202	Commercial Duplex ¹		
17	SBGE Center House	64	House	167	House	203	5-plex		
18	Bookstore ¹	67	House	168	House	204	Arnett Hall		
19	U.S. Bank ¹	69	House	169	Triplex	206	4 Nickerson		
21	Otto Miller Hall ¹	74	Duplex	170	Emerson Hall	207	6 Nickerson		
22	Printing & Mailing ¹	76	House	171	Duplex	208	Former NW Millworks ¹		
23	Royal Brougham Pavilion ^{1,2,3}	77	House	172	5-plex	211	Former King Building ¹		
24	Art Center ¹	79	House	173	Safety & Security	213	Nickerson Studios ¹		
25	Facility Operations Center ^{1,3}	81	Duplex	174	Triplex	217	Duplex (uninhabitable)		
30	Davis Apartments	82	House	175	4-plex	219	House (uninhabitable)		
31	Ashton Hall ¹	89	House	176	Apartment	221	House		
32	Hillford House	101	Office			222	House		
		110	Storage			223	House		
		111	4-plex			224	House		

¹ Structure 50 years old or older (construction prior to 1973).
² Designated structure: WA Heritage Register (1970), and Seattle Landmark (2013).
³ Unreinforced Masonry Buildings

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Planned and Potential Demolition Map (MIMP p 42)

Existing Facilities List (MIMP p 32)

Attachment D. List of Structures to be Demolished
4.0 Development Program

EXISTING FACILITIES (E.4.a.)

Planned
Planned

Building #	Building Name	Building #	Building Name	Building #	Building Name	Building #	Building Name	Building #	Building Name
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● Structures to be Demolished

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² Designated structure: WA Heritage Register (1970), and Seattle Landmark (2013).
³ Unreinforced Masonry Buildings

Note: Rezone Application does not distinguish between **planned demolitions** and **potential demolitions**. See MIMP for distinction.

Existing Facilities to potentially be demolished (Rezone Application Attachment D)

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
		Height, Bulk, and Scale		
		Open Space Impact		
1	55	We recommend that future campus developments consider how the projects contribute to supporting the concept of a network of interconnected open spaces, especially the "Quad Gathering Space" diagrammed on page 55 of the Draft MIMP. Large, well-proportioned, parklike green spaces like Tiffany Loop contribute needed relief to the increase in campus height, bulk, and scale, and allow for large trees and access to daylight not afforded by an aggregate of more minor, unconnected open spaces. Large green spaces also serve an important public function as outdoor living rooms and support passive community recreation, festivals, and events.	The University acknowledges the comment. Added descriptive narrative to Appendix F: Tree Inventory in response to earlier tree comments during DAC meetings.	142
		Setbacks		
2	85	Question on page 85 of the Draft MIMP: Why is the block bounded by 3rd Ave W, Dravus St., Queen Anne Ave N., and Etruria St. designated as a 5'-7' minimum setback vs. a 15' minimum setback proposed for adjacent blocks?	In response to comments and concerns about this area's relationship with its immediate surroundings, the University decided not to request modifications to underlying zoning for setbacks on this block and reduced the requested height increase from MIO-65 to MIO-50. Thus the MIMP retains underlying zoning for setbacks to align with neighborhood scale, continuity, and character. Underlying zoning for this area is noted as Area A on pages 91 and 190 (Appendix G), and described on page 198 (Appendix G). Added clarifying text to text body and table under "Structure Setbacks" heading in Development Standards chapter.	84
		Zoning		
3		We recommend that future developments along public and residential zoning interfaces evaluate the relative impact on a site-by-site basis, stepping a larger project down a slope, for example, to transition between higher and lower-density zoning sensitively and respectfully. Topography is addressed in the University Design Standards (page 100) under B.5: "If located on a slope, how does the design utilize the topography to reduce massing?" However, the DAC also recommends that SPU include a full range of mitigation measures in their Design Standards, including those noted in SMC 25.05.675.	The City's substantive SEPA policies apply. The University asks for further clarification from the DAC on this comment. Note: the comment references Design Standards, which are actually Design Guidelines. The purpose of Design Guidelines is intended to give the University and the public an idea of what projects will look like and how they'll fit in, but specific requirements are addressed on a project-by-project basis. The MIMP does not include Design Standards.	N/A
4		The relative topography difference along a zoning interface can have a significant effect, positive or negative, on the perceived height, bulk, and scale. There are areas near campus where the relative grade-to-sidewalk changes significantly along a zoning edge, for example, between each side of Etruria Street between 3rd Ave W and Queen Anne Ave N., and steep slopes along 5th Ave W, 6th Ave W and 7th Ave W. It is imperative that projects address the unique height, bulk and scale impacts on a project-by-project basis.	The University acknowledges the comment. Per the Design Guidelines on page 100, the University will consider topography as part of the design review process and will engage with the Standing Advisory Committee (SAC) on a project-by-project basis.	N/A
		Residence Hall Height, Bulk and Scale		

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
5		As noted in earlier comments, the DAC strongly supports SPU's decision to move proposed student housing away from single family residential areas (Ashton Hall parking lot, and the corner of 7th Avenue West and West Dravus Street) to West Cremona Street. This area is at a lower elevation than other parts of the campus and is closer to transit and other transportation facilities.	The University acknowledges the comment.	N/A
6	3.5-13 (DEIS)	The views of the proposed 6-story residence hall presented in the Draft EIS emphasize significant potential height bulk and scale impacts to the surrounding neighborhood. We recommend the solicitation of public design feedback early in the design and development of new projects to incorporate effective mitigation strategies into the design.	The University acknowledges the comment.	N/A
<u>Trail-adjacent Sites</u>				
7	103	The Draft MIMP/Draft EIS have not addressed the orientation of development along W. Nickerson toward the Ship Canal Trail. The current pattern of underlit service yards and blank walls facing the Bike Trail east of 3rd Ave W. do not contribute to safety or eyes-on-the-street. We recommend that campus developments abutting the Trail contribute to the enhancement of pedestrian and bicycle safety, particularly after dark. Building massing, transparency through the placement of windows and entries, effective outdoor lighting, and strategic landscaping, are a few possible mitigation strategies. We also recommend a study of the consequences of adding additional bike and pedestrian access from the Bike Trail to Nickerson within the large block bordered by 3rd Ave W and 6th Ave W. A mid-block connection, as suggested in the MIMP diagram, could both increase visual and physical connection and help mitigate the bulk of a single full-block development.	The Draft MIMP does not address development orientation along the Ship Canal Trail, but does note public facade design guidelines for potential trail-adjacent buildings. The University will fully comply with Shoreline Master Program requirements. Added language under "F. Sustainability," in Design Guidelines section, to consider impacts on plant and animal species related to Shoreline Master Program. Added "public trail edge" to existing language about design adjacent to public rights-of-way under "Athletics and Recreation" heading in Design Guidelines section. Note: Shoreline Master Program may prohibit design solutions expressed in the comment. Competing priorities will be addressed at the project level.	101, 103
<u>Porosity</u>				
8		We support an inviting, porous campus perimeter with multiple mid-block opportunities for the public to enter and traverse the campus as suggested in the Proposed Pedestrian Circulation diagram (page 49 of the Draft MIMP) as a strategy to both reduce bulk and scale and contribute to the integration of the campus into the surrounding community. We recommend that future developments incorporate thoughtfully coordinated ADA-accessible pathways that align with neighborhood streets and pedestrian paths.	The University acknowledges the comment.	N/A
<u>Streetscape</u>				
9		We recommend that the University work with the City to develop comprehensive guidelines for streetscape design for Nickerson Ave within the MIO boundary to provide guidance to future campus and non-campus developments, with the goal of supporting a stronger, more cohesive campus identity along Nickerson, and improving pedestrian activation, safety, walkability, tree canopy, and overall visual clarity.	Streetscape design guidelines fall under SDOT's purview. If SDOT decides to undertake a streetscape design guidelines process for the Nickerson Street corridor, the University will be happy to participate.	N/A

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
		Land Use		
		Street Level Activities		
10		The DAC supports SPU's desire to increase street-level activities, including retail opportunities in the area, and recommends that such development integrate with, and build upon, the area's existing retail.	The University acknowledges the comment.	N/A
		Expansion of MIO Boundary into Non-Residential Areas		
11		The DAC was concerned that this be analyzed to ensure future uses are compatible with adjacent properties. The DAC acknowledges that this type of expansion was analyzed in the DEIS to the extent required by the Code.	The University acknowledges the comment.	N/A
		Impacts Due to Reduction in the Amount of Commercial/Industrial/Light Industrial Property		
12		The DAC acknowledges that these impacts were analyzed in the DEIS to the extent required by the Code.	The University acknowledges the comment.	N/A
		Correction Concerning Location of SPU		
13	3.4-21 (DEIS)	The DAC requests that reference to SPU being located in "Uptown" (DEIS page 3.4-21, Policy LU 13.2 and possibly other locations throughout) be removed from the DEIS, as they are incorrect. "Uptown" (formerly "Lower Queen Anne") extends north up the south slope to Roy Street and then zig zags along the east side of QA Avenue just few more blocks up the hill to the north.	The University acknowledges the comment and will address this in the Final EIS.	N/A
		Proposed New Dormitory East of Ashton Hall		
14	3.4-2 to 3.4-6 (DEIS)	The DEIS, under "Vicinity Land Uses" (p. 3.4-2 to 3.4-6) states that "steep slopes along the south end of the campus create a buffer between SPU and surrounding low-rise development in the Queen Anne neighborhood" and that the "concentration of single-family uses south increases with distance from the campus and becomes the predominant land use two blocks from the campus. However, in the case of the single-family residential neighborhood in the 700 block of W. Etruria Street, the neighborhood is separated from the campus by only a tall, gated fence, constructed when Ashton Hall was approved, and part of W. Etruria Street was vacated for the Ashton Hall parking lot. The DAC recommends that, when the dormitory proposed between Ashton Hall and 5th Avenue West is requested, SPU work with the residents of that neighborhood and provide permanent, additional screening along the western campus boundary with the neighborhood.	The University understands the need to work with neighbors when or if the area of the 700 block of W. Etruria Street is developed. Added text about this specific location under "Landscaping" heading in Development Standards chapter.	96
		SPU Property Ownership Outside MIMP Boundaries		

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
15		The DAC was concerned that initial maps provided by SPU showed that the University owned numerous properties located outside the present and proposed MIMP boundaries and asked whether SPU would consider selling its single-family residential parcels located west of the MIMP boundary. This issue is resolved, as the DAC was informed that the University has now sold all of these parcels.	The University acknowledges the comment.	N/A
		Parking		
		Above Grade Parking		
16	35, 41, 45, 53	The DAC firmly opposes the construction of above-grade, single-use parking garages south of Nickerson. We believe these structures do not encourage pedestrian activity and community engagement, essential elements for a lively neighborhood. However, we support the idea of introducing parking garages north of Nickerson, where pedestrian traffic and residential use are currently minimal. We urge stakeholders to actively consider the unique characteristics of each area and to foster a development approach that aligns with the current community dynamics, encouraging balanced urban growth.	The University acknowledges the comment. There are no single-use parking structures proposed in the potential development plan, but there is one mixed-use above-grade parking structure proposed on the south side of Nickerson Street. It is a mixed-use building with street-activating Education & General uses are part of the structure on the Nickerson Street side.	N/A
		Traffic and Transportation		
		Designation of W. Dravus at 6th W being a "Gateway."		
17	51	The DAC contends that the designation of W Dravus at 6th W. as a "gateway" is misguided. In reality, West Dravus does not qualify as an arterial street, given its significant narrowing within a short span from the intersection. We strongly recommend the removal of any references or graphics that portray this site as a gateway location.	The MIMP does not propose a gateway at W Dravus and 6th Ave W. Note: The intent of a gateway is to provide a sense of campus image and identity, and to convey a strong sense of place. It is not intended to direct vehicular traffic to enter or exit campus at specific locations. Gateways function as thresholds, and are a way of signaling something like: "on this side of an intersection, I feel like I'm on campus, but on the other side, I don't."	N/A
		Intersection at 3rd Ave W and Nickerson		
18		The DAC observes that the intersection at 3rd Ave W and Nickerson, despite not being designated as a campus entry in the proposed MIMP, will inherently continue to be perceived as such. This perception stems from the visibility of Tiffany Loop, regarded as the campus's front door, from the intersection, coupled with the unique characteristic of 3rd Ave W serving as a primary route to the hill's summit. Consequently, we recommend substantial efforts to bolster the proposed Cremora and 6th Ave W entries as the principal gateways. Currently, these areas lack noticeable visibility, with 6th Ave W's visibility being compromised by a steep incline and the absence of discernible campus structures. Moreover, the sharp angle of the Cremora entrance at Nickerson presents visibility challenges when approached from the east.	The provisions of Chapter 23.55 SMC are superseded for on-premises signs within the MIO. The IAC will review proposed signs for consistency with the Design Guidelines and advise the University and SDCI regarding appropriate size and illumination. Identification signs are permitted outright at campus entrances and elsewhere. Illuminated signs, including those employing video display methods, are permitted within the University's athletic venues.	N/A

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
		<u>Intersection at 6th Ave W and Nickerson</u>		
19		Concerning the intersection at 6th Ave W and Nickerson, the DAC finds it difficult to envision this intersection serving as the primary access point from W Bertona to Nickerson, given its steep and narrow characteristics. Even with the potential removal of street parking, the area is unsuitable for such a role. Therefore, we recommend retaining the current configuration of the W Bertona/3rd Ave W intersection, possibly incorporating features that would facilitate traffic flow towards the east through a right turn.	For the intersection of Sixth Avenue and Nickerson Street, the University will work with its neighbors, community groups, the IAC, and SDCI/SDOT to determine an appropriate configuration for eastbound traffic on Bertona seeking to continue eastward on Nickerson.	N/A
		<u>Proposed Expansion of W. Dravus</u>		
20		Regarding the proposed expansion of W Dravus east of 6th Ave W, the DAC believes that enhancing vegetation maintenance at the base of the incline could prove to be a more effective solution. The current state often leads to vehicles getting scratched by protruding branches, especially when encountering ascending traffic. Furthermore, we recommend against the widening of the street, as this could potentially foster higher vehicular speeds, contradicting the status of West Dravus as a non-arterial street.	Street conditions will be evaluated at the time a project is proposed on the adjacent street frontage. The University will work with the appropriate agencies at that time.	N/A
		<u>Traffic Calming Measures</u>		
21		The DAC endorses the implementation of traffic calming measures along 3rd Avenue W at Dravus, possibly extending to further southern or northern areas. Presently, the stretch between W McGraw and W Nickerson lacks any calming features, permitting vehicles to accumulate considerable momentum and speed while descending the slope. This situation, coupled with the inadequate sight distance for vehicles turning north onto 3rd W from W Dravus, necessitates immediate attention.	The University agrees and is happy to work with the neighborhood and SDOT on this.	N/A
		<u>Impacts of Additional Traffic Signals on West Nickerson Street</u>		
22		In comments on the PDEIS, the DAC expressed concerns about the proposed addition of two new signals on West Nickerson Street – at West Cremona Street and 6th Avenue West. As noted, then, traffic revisions to West Nickerson several years ago significantly slowed traffic there, particularly during the morning and early evening hours, causing disruptions for deliveries to and from commercial and industrial uses in the area. The DEIS does not appear to address this type of impact in its discussion of the proposed new signals. The DAC recommends that it be studied.	The University is willing to work with the appropriate City agencies on future projects.	N/A
		<u>Safety Issue at Confluence of 5th Avenue W/W Barrett Street/Ashton Hall Parking Lot Driveway</u>		

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
23		The DAC wishes to highlight a pressing safety concern at the intersection involving drivers exiting the Ashton Hall parking lot onto 5th Avenue W to head north, and those progressing east on W Barrett Street. As it stands, visibility between these two groups of motorists is severely compromised, often resulting in them coming dangerously close to each other, as detailed in the DEIS (page 3.5-18, Figure 3.5-10) and the Draft MIMP (page 85). The projected establishment of a new dormitory east of Ashton Hall, coupled with the introduction of an associated parking garage, is expected to exacerbate this issue by introducing additional vehicles into this already complex traffic dynamic. This situation will be further intensified with the approved multi-family development in the 600 block of W Barrett Street. Consequently, the DAC strongly recommends that the Seattle Department of Transportation undertake a meticulous review of this street/driveway configuration during the planning phase of the new dormitory, to effectively address and mitigate these pressing safety concerns.	The University agrees and will work with SDOT if the potential building on this site becomes a project.	N/A
		<u>Bicycle Access</u>		
24		The DAC notes that the current MIMP fails to delineate the preferred bicycle routes to the campus originating from the Ship Canal Trail. As it stands, the segment of 3rd Ave W north of Nickerson functions as the main conduit for both pedestrians and cyclists accessing the campus from the Bike Trail. Unfortunately, this area is characterized by limited-width sidewalks and a lack of setbacks, resulting in a cramped corridor where cyclists and pedestrians frequently find themselves in contention with athletic buses, drop-offs, and service vehicles. The DAC strongly recommends the initiation of improvements to enhance the safety and appeal of this vital pedestrian and bicycle pathway to the campus.	The MIMP identifies all existing and future connections between Nickerson and the Ship Canal Trail on pages 48-49, and proposes keeping them all in place. Preferred bicycle routes and infrastructure are determined by SDOT.	N/A
		<u>Street Vacations</u>		
25		The City's Street Vacation Policy states "for a street vacation to be approved, the Council shall determine that to do so would significantly serve the public interest." The MIMP proposes 9 street vacations. The DAC believes the following proposed vacations meet this threshold: <ul style="list-style-type: none"> <input type="checkbox"/> The alley east of 7 th W between W Cremona and W Bertona <input type="checkbox"/> W Emerson if alternative off street parking is made available to students (dorm residents) who currently park there <input type="checkbox"/> N/S alley between W Cremona and W Dravus <input type="checkbox"/> E/W alley between 3 rd W and Queen Anne Ave <input type="checkbox"/> The southern ROW between 6th W and 3 rd W south of the ship canal 	The University has shared potential long-term aspirations regarding street vacations and appreciates the DAC's comments on what we've shared.	N/A
		<u>Vague Language Defining Goals for Street Vacations</u>		

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
26		Street vacations employed for the stated goal "to create building sites that are compatible with needed uses" (page 64) is too vague for the DAC to address adequately without a specific proposal. Could granting vacations open opportunities for structures to encroach or span across vacated streets? If so, this could have open space, shadow, height, bulk, and scale implications.	Vacated rights-of-way are owned in fee by the adjoining property owners and may be used as permitted by this MIMP and other applicable law. Project-level design will be presented to the IAC as part of the permit process.	N/A
		Shadows on Open Space		
		Mitigation Measures		
27	3.7.3 (DEIS)	The DAC strongly supports the mitigation recommendations outlined in 3.7.3 because tree canopy will evolve over time and small design changes can have a significant impact on overall impact on public and open spaces.	The University acknowledges the comment.	N/A
		Light and Shadow Studies		
28		The DAC recommends that the University provide light and shadow studies early in the design and development of new projects to assess the impacts on neighboring properties and public open space so that mitigation strategies to reduce shadow impact can be incorporated into the design.	The University is happy to engage in discussions with the neighborhood as projects come online. Added item related to light and shadow under "F. Sustainability," in Design Guidelines section.	101
		Public View Protection		
29		The DAC recommends that that the University provide additional studies of the potential impacts of proposed projects on public views.	SEPA requires what SEPA requires and the University will comply as projects come up.	N/A

CHANGES SINCE DRAFT MIMP

Item	Page Draft	SDCI Comment	SPU Response	Page Final
SMC 23.34.008.E - General Rezone Criteria - Zoning Principles				
1. Per SMC 23.34.008.E.1, "the impact of more intensive zones on less intensive zones...shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories is preferred."				
1	24	Note, per SMC 23.34.124.A, the CAC has been asked to comment on the Public Purpose Statement (page 74), which refers to the "creation of residential buffers." Clarify whether the intent of the MIMP is to prohibit non-residential Major Institution uses along perimeter within the proposed IMO expansion areas, as suggested by the conceptual land use diagram on page 24; if this is the intent, strengthen how this is represented in the Draft MIMP.	Non-residential Major Institution uses are prohibited in the south expansion area along W Etruria St. Added language under "Illustrative Plan" heading in Development Program chapter. Adjusted conceptual land use diagram from "Mixed Use" to "Athletics and Recreation" to better reflect potential soccer field in west expansion area.	24, 34
1a	84	SDCI Comment October 23, 2023: To better meet this criterion, provide further analysis of how the multi-family use will be buffered from the single family use. Along the reduced setback edges include diagrams noting zoning/height and setbacks both in plan and section view. In their letter dated, September 12, 2023, DAC questioned why the setback was reduced to 5-7 feet. To further address this criterion please provide additional diagrams and information as needed.	There is no single-family use adjacent to proposed expansion areas. The University edited language about the MIO boundary and further described the rationale. In response to DAC, SDCI, and public comments and concerns about this area's relationship with its immediate surroundings, the University decided not to request modifications to underlying zoning for setbacks on this block and reduced the requested height increase from MIO-65 to MIO-50. Thus the MIMP retains underlying zoning for setbacks to align with neighborhood scale, continuity, and character. Underlying zoning for this area is noted as Area A on pages 91 and 190 (Appendix G), and described on pages 85 and 198 (Appendix G).	84
2. Furthermore, the Preliminary Draft MIMP (dated July 2022) states "a setback of 15 to 20 feet from the property line is the...proposed setback for all but the north edge of the MIO boundary...The intent is to ensure adequate distance between institutional uses and adjacent properties."				
2	84	The rationale in the MIMP for providing 20-foot buffers is to "establish a buffer between campus and neighborhood." The MIMP, however, proposes a setback of 5-7 feet along portions of W Etruria St, W Barrett St, and Queen Anne Ave N along the perimeter of the proposed MIO expansion areas, adjacent to less intense Lowrise and Neighborhood Residential zones.	For clarity, replaced "all but the north edge of the MIO boundary" with "most of the MIO boundary" in reference to 15- and 20-foot setbacks from the MIO boundary. See Rezone Criteria for full response.	84

CHANGES SINCE DRAFT MIMP

Item	Page Draft	DAC Comment	SPU Response	Page Final
5		As noted in earlier comments, the DAC strongly supports SPU's decision to move proposed student housing away from single family residential areas (Ashton Hall parking lot, and the corner of 7th Avenue West and West Dravus Street) to West Cremona Street. This area is at a lower elevation than other parts of the campus and is closer to transit and other transportation facilities.	The University acknowledges the comment.	N/A
6	3.5-13 (DEIS)	The views of the proposed 6-story residence hall presented in the Draft EIS emphasize significant potential height bulk and scale impacts to the surrounding neighborhood. We recommend the solicitation of public design feedback early in the design and development of new projects to incorporate effective mitigation strategies into the design.	The University acknowledges the comment.	N/A
<u>Trail-adjacent Sites</u>				
7	103	The Draft MIMP/Draft EIS have not addressed the orientation of development along W. Nickerson toward the Ship Canal Trail. The current pattern of underlit service yards and blank walls facing the Bike Trail east of 3rd Ave W. do not contribute to safety or eyes-on-the-street. We recommend that campus developments abutting the Trail contribute to the enhancement of pedestrian and bicycle safety, particularly after dark. Building massing, transparency through the placement of windows and entries, effective outdoor lighting, and strategic landscaping, are a few possible mitigation strategies. We also recommend a study of the consequences of adding additional bike and pedestrian access from the Bike Trail to Nickerson within the large block bordered by 3rd Ave W and 6th Ave W. A mid-block connection, as suggested in the MIMP diagram, could both increase visual and physical connection and help mitigate the bulk of a single full-block development.	The Draft MIMP does not address development orientation along the Ship Canal Trail, but does note public facade design guidelines for potential trail-adjacent buildings. The University will fully comply with Shoreline Master Program requirements. Added language under "F. Sustainability," in Design Guidelines section, to consider impacts on plant and animal species related to Shoreline Master Program. Added "public trail edge" to existing language about design adjacent to public rights-of-way under "Athletics and Recreation" heading in Design Guidelines section. Note: Shoreline Master Program may prohibit design solutions expressed in the comment. Competing priorities will be addressed at the project level.	101, 103
<u>Porosity</u>				
8		We support an inviting, porous campus perimeter with multiple mid-block opportunities for the public to enter and traverse the campus as suggested in the Proposed Pedestrian Circulation diagram (page 49 of the Draft MIMP) as a strategy to both reduce bulk and scale and contribute to the integration of the campus into the surrounding community. We recommend that future developments incorporate thoughtfully coordinated ADA-accessible pathways that align with neighborhood streets and pedestrian paths.	The University acknowledges the comment.	N/A
<u>Streetscape</u>				
9		We recommend that the University work with the City to develop comprehensive guidelines for streetscape design for Nickerson Ave within the MIO boundary to provide guidance to future campus and non-campus developments, with the goal of supporting a stronger, more cohesive campus identity along Nickerson, and improving pedestrian activation, safety, walkability, tree canopy, and overall visual clarity.	Streetscape design guidelines fall under SDOT's purview. If SDOT decides to undertake a streetscape design guidelines process for the Nickerson Street corridor, the University will be happy to participate.	N/A

CHANGES SINCE DRAFT MIMP

06. Appendix F

F: TREE INVENTORY

As this tree inventory attests, Seattle Pacific University tree canopy is managed for retention and good health. The tree inventory also reflects the wide diversity of tree species, including several not native to the Pacific Northwest. The University uses this arboretum-like setting for educational purposes and intends to maintain this diversity of species as it replaces trees. Trees are regularly inspected by certified arborists to identify disease or tree structure problems that would inform the university's management strategy. Overall management strategy includes care, pruning, removal, and disease treatment per arborist recommendation. Trees may be removed when identified as a hazard, including when other management strategies would not result in an extension of the tree's expected life. Replacement trees are planned for and may be planted in advance of tree removal to maintain overall tree canopy. New tree plantings will align with arborist recommendations, City regulations, and be mindful of changing Seattle climate patterns.



CHANGES SINCE DRAFT MIMP

04. Development Standards

STRUCTURE SETBACKS (C.3.a.)

ALONG PUBLIC RIGHTS-OF-WAY AND AT THE MIO BOUNDARY

SPU is proposing to meet or exceed underlying or 2000 MIMP setbacks in all campus areas to mitigate potential development impacts. The structure setbacks diagram shows the measurement and location of proposed setbacks, as well as the general logic and pattern related to ground conditions, context, and proposed uses. The table shows the difference between existing and proposed, as well as the reasons for the requested modification. All setbacks represent a minimum setback distance.

A setback of 15 or 20 feet from the property line is both the existing and proposed setback **for most of the MIO boundary.** This is consistent with the 2000 MIMP and is the greatest setback proposed. The intent is to ensure adequate distance between institutional uses and adjacent properties.

SPU is proposing a setback of 15 feet along internal streets, 2 feet along the West Nickerson Street corridor, and 0 feet along the Ship Canal edge.

A 15-foot setback in internal areas allows for consistency in campus character, which is partially defined by buildings and open space together, and allows a more generous amount of open space around larger institutional buildings. This setback dimension also protects the view corridor along West Cremona Street.

The 2-foot setback along the West Nickerson Street corridor allows space for sidewalks and street trees, but also enables buildings and entrances to have a closer relationship with mixed-use activity and energy.

A 0-foot setback provides flexibility to SPU to meet future needs for the uses identified north of West Nickerson Street.

	Right of Way or Boundary	Underlying or 2000 MIMP* Setback	Proposed Setback	Modification Requested	Rationale
1	W Nickerson Street	0 feet	2 feet	Yes	Provide for wider sidewalk
2	Internal Streets	5-7 feet	15 feet	Yes	Provide for wider sidewalk and possible streetscape improvement
3	Ship Canal Trail Edge	N/A	0 feet	Yes	Provide flexibility in meeting SPU development needs
4	MIO Boundary, except**	varies	20 feet	No	Establish buffer between campus and neighborhood
	**W Etruria St & W Barrett St	5-7 feet	5-7 feet	No	Maintain consistency with neighborhood context and underlying zoning

D. Pedestrian Environment

1. How does the design incorporate convenient, attractive, well-lit, and protected pedestrian entries?
2. How does the design incorporate pedestrian-scale elements, such as landscape elements, that help to define pedestrian areas?
3. How does the design avoid blank walls?
4. How does the design promote universal access, especially in sloped areas?
5. For projects involving parking lots, how does the design minimize visual and physical intrusion of parking lots on pedestrian areas?
6. For projects involving parking garages, how does the design minimize visual and physical intrusion of parking lots on pedestrian areas?
7. For projects involving parking garages, how does the design minimize the visual impact of parking structures?
8. How does the design screen dumpsters, utility, and service areas?
9. How does the design consider personal safety?
10. How does the lighting design minimize glare and light pollution into adjacent spaces, while prioritizing safety and security?

E. Landscaping

1. How does the landscape design reinforce the positive aspects of the landscape character of the campus and the neighborhood?

2. How does the landscape design enhance the building or site?
3. How does the landscape design take advantage of special site conditions?
4. How does the landscape support teaching and research?
5. How does the landscape contain elements prioritizing low impact or restorative design?
6. How does the landscape assist in wayfinding?
7. How does the landscape design incorporate native or Pacific Northwest adaptive plant species?
8. How does the landscape design reinforce stormwater management?

F. Sustainability

1. How do the building's orientation, design, and landscape harness the site's existing natural resources?
2. What are the light and shadow impacts on adjacent buildings and spaces?
3. How does the building design aim to make a positive environmental impact?
4. How does the design support access by various modes of transportation?
5. How is bike storage provided and designed in such a way that enhances the quality and functionality of open spaces and entries?
6. How does the design impact plant and animal species?

CAMPUS HOUSING

Campus housing along the campus edges will include private and semi-private space.

- Residential-scale landscapes should have a hierarchy of private and semi-private space delineated.
- New paths should connect with the existing campus path and sidewalk network.
- Landscape buffers adjacent to existing neighborhood residential uses should provide privacy for both University residents and neighbors.
- Landscape designs should allow clear sightlines and visibility and avoid creating hiding places.

ATHLETICS AND RECREATION

Athletics and Recreation buildings are located north of West Nickerson Street.

- Athletics and Recreation buildings that front a public right-of-way or public trail should be designed with sensitivity to the pedestrian scale along sidewalks and paths with the use of detailing, unit-based expression of materials, and/or wall openings.
- The northwest corner of Third Avenue West and West Nickerson Street at the front plaza of the future Athletics/ Recreation center should be open and welcoming, accommodate pre- and post-function crowds, and strengthen the identity of the University as a campus front door.

CAMPUS GATEWAYS

Several intersections function as gateways to campus.

- These intersections should serve to announce one's arrival at SPU through the use of building design that expresses the identity of the University including incorporation of unique architectural forms, open space, and/or signage.

CHANGES SINCE DRAFT MIMP

04. Development Standards

LANDSCAPING (C.3.d.)

Landscaping refers to live planting materials, which inhabit most campus open space. SPU is proposing to maintain existing landscape patterns that are cohesive and reinforce campus identity, and that support the University's approach to outdoor campus space as a learning lab or arboretum for scientific study. SPU supports the City's goals to increase the tree canopy.

- Care for and preserve mature trees as long as they are healthy and do not pose a hazard to human safety.
- Select plant materials based on hardiness, diversity, native range, and site suitability.
- Understand the role of landscaping as a buffer, screen, and transition material. Where setbacks abut a street or MIO District boundary, SPU will provide trees, shrubs, or evergreen ground cover.
- Provide landscape screening where surface or structured parking abuts a street or MIO District boundary.
- Provide permanent screening solution on the 700 block of W. Etruria Street when or if that area is developed.

Because the "Green Factor" landscaping standards currently required by the underlying zoning districts address landscaping only at the project level while the MIMP guides growth campus-wide, the MIMP exempts the University from project-by-project compliance with the Green Factor. Given the University's demonstrated commitment to providing quality open spaces, as well as the proposed increase in open space anticipated in the MIMP, it is reasonable to exempt the University from the Green Factor landscaping measurement techniques required by the underlying zoning.

PERCENTAGE OF MIO TO REMAIN OPEN SPACE (C.3.e.)

The minimum amount of open space to remain is 40 percent, which is consistent with the 2000 MIMP. In this MIMP's potential development plan, the anticipated amount of open space to remain open, which includes landscaped areas, walkways, plazas, malls, and sports fields, but excludes roadways, parking areas, and service areas, is 53 percent.

Open space requirements are calculated for the entire campus, not for individual sites, lots, or areas. The five designated open spaces identified in this MIMP will remain open.

	Land owned by the University	Percent Open Space in Potential Development Plan	Minimum Percent to remain open	Modification Requested
2000 MIMP	44 acres	-	40%	-
Proposed MIMP	46 acres	53%	40%	No

CHANGES SINCE DRAFT MIMP

02. Introduction

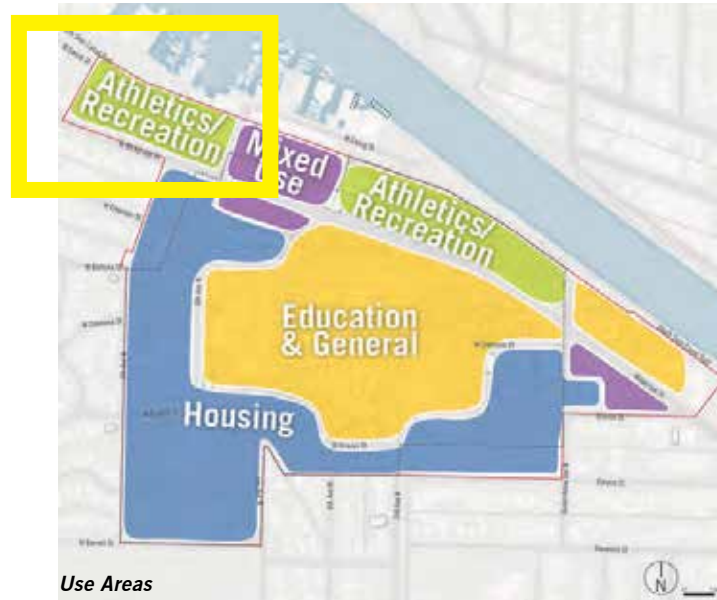
APPROACH

The SPU campus sits within a broader community, and is a place where land and buildings complement one another. This means the MIMP fundamentals are grounded not only by SPU's needs for buildings and spaces within campus, but also by dynamics and considerations present at the edges.

The original campus was organized around the academic core surrounding Tiffany Loop. Over time, the campus grew in several directions, with academic, support, and student life uses expanding up the hill and across major streets.

The MIMP brings a renewed focus on concentrating academic uses in an expanded campus core, student housing at the neighborhood residential edges, and mixed-use, recreation, and athletics along the West Nickerson Street corridor. The expanded academic core stretches east along an enhanced West Cremona corridor.

This supports the University's need for growth while moving the overall campus away from the less active neighborhood edges, and toward the more active West Nickerson Street corridor. A new, welcoming way into campus along West Cremona Street highlights both the campus of the past and the campus of the future.



Use Areas



New Orientation

CHANGES SINCE DRAFT MIMP

03. Development Program

PLANNED AND POTENTIAL DEVELOPMENT (E.10.)

ILLUSTRATIVE PLAN

The Planned and Potential Development Plan is an illustrative representation of what the SPU campus might look like at full build-out. It shows how a logical, compatible arrangement of future buildings and open spaces work together to create a connected open space network, supportive circulation, and distinctive campus identity.

This plan is illustrative and is not intended to represent specifically what will be built. Building footprints shown are realistic in size, shape, and location, but their exact configuration may vary as individual projects become more certain and more clearly defined.

Little potential development is shown in the expansion areas. The northwest area is set aside as a potential soccer field, sized according to NCAA regulations, if SPU's lease with Seattle Parks at Interbay is not renewed in 2029. The southeast area includes many buildings recently constructed with many years of useful life remaining. This area is intended for potential future use as institutional housing if SPU decides to purchase existing buildings and renovate or reuse them, and **non-residential Major Institution uses are prohibited in this expansion area.** The northeast area includes some potential new buildings, as well as some existing buildings SPU currently leases and could lease in the future.

The expansion areas are also important given the unpredictable status of the many buildings that could qualify for designation

as City landmarks. Such designations could prevent the University from redeveloping these buildings as envisioned in the plan, so the potential impact of this unknown factor is high. Expansion areas provide a contingency plan if the University cannot redevelop to meet modern educational needs and requirements within current boundaries.

Regardless of possible variations, the fundamental campus framework of buildings, open spaces, and primary circulation will remain the same, and will continue to guide the future development depicted here. See later pages in this chapter for more details on Open Space and Circulation.

The following approach guided the layout and configuration of the buildings shown in the planned and potential development plan.

- Identify preferred locations for future development.
- Site buildings to establish optimal footprints for housing and learning environments in locations appropriate for the context.
- Provide adequate building area to support active-learning environments, which require more square footage per student, and more informal collaboration space.
- Provide appropriate space for new or evolving majors of study.
- Retain buildings that can, now or with renovation, provide appropriate space to meet University needs.

SEATTLE PACIFIC UNIVERSITY REZONE APPLICATION & FINAL MIMP



DAC Meeting **April 17, 2024**