

Swedish Cherry Hill Medical Center Major Institution Master Plan



Final Environmental Impact Statement

Date Issued: December 11, 2014

**City of Seattle
Department of Planning and Development
DPD Project Number 3012953**

The intent and purpose of this Final Environmental Impact Statement is to satisfy the procedural requirements of the State Environmental Policy Act (RCW 43.21c) and City Ordinance 114057. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action; in its final form it will accompany the final decision on the proposal.

Introductory Memo

On May 22, 2014, the City of Seattle Department of Planning and Development (DPD) issued a Draft Environmental Impact Statement (DEIS) for the Swedish Cherry Hill Medical Center Major Institution Master Plan (MIMP). The issuance of the DEIS was followed by a 45-day agency and public review period which ended on July 6, 2014. During the review period, DPD conducted a public hearing at 6:00 PM on June 12, 2014, in the Auditorium at Swedish Cherry Hill Medical Center.

This document is a Final Environmental Impact Statement (FEIS), prepared under the direction of DPD. It fully incorporates the information contained in the DEIS, comments received on the DEIS during the public review period, responses to these comments, and additional information developed in response to comments.

The future development has not been designed and this EIS is a non-project EIS for which there is normally less detailed information available. Individual future projects that exceed the SEPA thresholds for the underlying zoning¹ will require project-specific environmental review at the time of the Master Use Permit (MUP) application.

The scope of this document has been determined in accordance with the scoping process required by the Seattle SEPA Ordinance (SMC 25.05.408). A public notice was issued on March 7, 2012, stating that the project would require an EIS and inviting public and agency comments on the scope of the DEIS.

On March 21, 2013, a public meeting was held at Swedish Medical Center's Education & Conference Center, First Floor - James Tower 550 17th Avenue, at 6:00 PM to provide opportunity for the public to discuss and identify probable significant environmental impacts that should be addressed in the EIS.

The scoping comment period ended on April 4, 2013. Written comments were received from three individuals as of April 4, 2013. Twenty-six people made oral comments at the March 21, 2013, scoping meeting. The majority of the comments were directed at height, bulk and scale, traffic and transportation impacts, land use compatibility with surrounding residential uses, historic resources, impacts on public services and utilities, and impacts of construction.

Based on scoping comments, DPD determined that the project had the potential to result in adverse impacts on the following elements of the environment: air quality; climate; water quality; height, bulk and scale; historic preservation; housing; land use; light and glare; shadows; noise and environmental health; traffic and transportation (including parking); and

¹ See SMC 25.05.800 Categorical exemptions, Table B for 25.05.800: Exemptions for Non-Residential Uses. Non-residential uses under 4,000 gross SF are exempt from SEPA review in SF-5000 and LR3 zones located outside of urban centers and urban villages. Projects larger than 4,000 gross SF must go through SEPA review.

public services and utilities. There would also be potential impacts from construction (e.g., erosion, air quality, storm water runoff, noise and transportation [including sidewalk and street closures; pedestrian circulation; construction truck trips; haul routes; staging areas; construction worker parking demand; and impacts to transit stops and layover locations]). Elements of the environment for which significant adverse impacts are unlikely to occur include earth/geology (i.e., operation impacts), energy (i.e., usages of electrical and other forms of energy), and plants and animals, and these elements are eliminated from detailed study.

Key environmental issues and options identified in this FEIS are primarily potential impacts to land use, height/bulk and scale, traffic and transportation and, to a lesser extent, construction and operational impacts on the other elements of the environment listed above. Summary information regarding the project's effects on these elements of the environment is provided beginning on page vi.

During the 45-day comment period, DPD received approximately 600 written comments from government agencies, organizations, and individuals. In addition, 48 individuals provided oral comments at the June 12, 2014, public hearing. Of these comments, approximately 90 percent were general comments stating opposition or support of the proposal, with the majority opposing the proposal. Approximately 10 percent of the individuals, organizations, or agencies submitted substantive comments.

Of the substantive comments, the more frequent issues raised were: that the height, bulk and scale were inappropriate for the single-family neighborhood; the proposed square footage was too great for the existing site; greater setbacks be required; impacts to aesthetics; impacts from shadows; and inconsistency with the underlying development standards. Other issues frequently raised were: impacts to the neighborhood from increased traffic and parking, and Swedish not meeting its single occupant vehicle (SOV) goal. All comments are included in Appendix D.

This FEIS contains:

- A summary of the EIS including a discussion of impacts and mitigation measures relevant to the alternatives (Section 1), and a summary of changes made to information contained in the DEIS
- A description of project alternatives (Section 2)
- A description of the affected environment, environmental impacts, mitigation measures and significant unavoidable adverse impacts (Section 3)
- A complete set of comments received on the DEIS during the agency and public review period along with responses to all written comment and to oral comments made during the public hearing (Appendix D)

Text changes or additions to Sections 1 through 6 are denoted by a vertical line in the left margin.

Appendix D contains the comment letters and applicable responses occurring in tandem. Each comment is identified with a number in the margin. Responses are coded with the number for the comment to which they refer.

The Final EIS will be used by the City of Seattle to inform various decisions, including:

- (1) whether the City will approve, approve with conditions, or deny the proposed MIMP; and
- (2) whether the City will issue land use approvals and the nature of impact mitigation that may be required.

Fact Sheet

Project Title

Swedish Medical Center Cherry Hill Campus Major Institution Master Plan

Proponent

Swedish Medical Center

Location

The Swedish Cherry Hill Campus is located in the Squire Park neighborhood of Seattle, between E Jefferson and E Cherry Streets, and to the east of 15th Avenue. The site address is 500 17th Avenue, Seattle, Washington.

Proposed Action

The Proposed Action is the Council land use action to adopt a new Major Institution Master Plan (MIMP) for Swedish Medical Center, Cherry Hill Campus. A rezone is required for the modifications to Major Institution Overlay (MIO) height limits.

Lead Agency

City of Seattle Department of Planning and Development.

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Master Use Permit No.: 3012953

Required Approvals

Preliminary investigation indicates that the following permits and/or recommendations and approvals could be required for the proposal. Additional permits/approvals may be identified during the review process for subsequent future development.

City of Seattle

City Council

- Council land use decision to approve a new MIMP
- Council land use decision to approve, condition, or deny based on SEPA Policies
- Council land use decision to approve a rezone to allow changes in MIO heights
- Future Term permits for sky bridge and tunnel

Department of Planning and Development

- Final EIS Approval of Adequacy
- Director's Report recommending approval, denial or modification of proposed MIMP, approval, denial or modification of proposed rezone to change MIO heights, and recommended SEPA conditions

Hearing Examiner

- Findings and Recommendation of the Hearing Examiner for the City of Seattle

Date of Issue of the Final EIS

December 11, 2014

Approximate Date of Final Actions

Final actions will include Seattle City Council decision of the Master Plan and rezone (changes to MIO Height Districts). This action will follow the issuance of the Final EIS and Hearing Examiner public hearing and is expected to occur in 2015.

Document Availability and Cost

Copies of this FEIS will be distributed to agencies and organizations noted in Chapter 6, Distribution List of this document.

Copies of this document are also available for review at the City of Seattle DPD Public Resource Center, located in Suite 2000 of the Seattle Municipal Tower in Downtown Seattle (700 Fifth Avenue) and at the following branches of the Seattle Public Library:

- Central Library (1000 – 4th Avenue)

- Seattle Public Library – Douglass-Truth Branch (2300 E Yesler Way)
- Seattle Public Library – International District/Chinatown Branch (713 8th Avenue S)

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Location of Background Data

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Elements of the Environment

The following is a list of elements of the environment set forth in Chapter 25.05.444 of the Seattle Municipal Code. During the scoping process, the DPD evaluated the project’s potential for adverse impacts on each of these elements. Consideration was given to both construction and operational impacts. The items marked “reviewed” are discussed in Chapter 3 of this EIS. These items were identified as a result of the scoping process carried out in compliance with Section 25.05.408 of the Seattle Municipal Code (SMC) and were determined by the DPD to have potential significant adverse impacts. Items marked “not reviewed” do not have impacts, or have impacts that were deemed non-significant and are not discussed in the EIS.

I. Natural Environment

(a) Earth

| | | | |
|-----|--------------|---|---|
| | (i) | Geology and Soils | Not reviewed |
| | (ii) | Topography | Not reviewed |
| | (iii) | Unique physical features | Not reviewed |
| | (iv) | Erosion/enlargement | Reviewed for Construction – see Air Quality and Public Utilities |
| (b) | | Air | |
| | (i) | Air Quality | Reviewed |
| | (ii) | Odor | Not reviewed |
| | (iii) | Climate | Reviewed |
| (c) | | Water | |
| | (i) | Surface Water Movement, Quantity, or Quality | Reviewed – See Public Utilities |
| | (ii) | Runoff/absorption | Reviewed – See Public Utilities |
| | (iii) | Floods | Not reviewed |
| | (iv) | Groundwater | Reviewed – See Runoff/absorption in Construction |
| | (v) | Public water supply | Reviewed – See Public Utilities |
| (d) | | Plants and Animals | |
| | (i) | Habitat | Not reviewed |
| | (ii) | Unique species | Not reviewed |
| | (iii) | Fish or wildlife | Not reviewed |
| (e) | | Energy and Natural Resources | |
| | (i) | Amount required/ rate of use/ efficiency | Not reviewed |
| | (ii) | Source/availability | Not reviewed |
| | (iii) | Nonrenewable resources | Not reviewed |
| | (iv) | Conservation and | Not reviewed |
| | (v) | Scenic resources | Reviewed |

II. Built Environment

| | | | |
|-----|--------------|---|---------------------------------------|
| (a) | | Environmental Health | |
| | (i) | Noise | Reviewed |
| | (ii) | Risk of explosion | Not reviewed |
| | (iii) | Releases or potential releases to the environment affecting public health, such as toxic | Reviewed – See Public Services |

or hazardous materials.

- (b) Land and Shoreline Use
 - (i) **Relationship to existing land use plans and to estimated population** Reviewed
 - (ii) **Housing** Reviewed
 - (iii) **Light and glare** Reviewed
 - (iv) **Aesthetics** Reviewed
 - (v) **Recreation** Reviewed – See Parks in Public Services and Utilities
 - (vi) **Historic and cultural preservation** Reviewed
 - (vii) **Agricultural crops** Not reviewed
- (c) Transportation
 - (i) **Transportation systems** Reviewed
 - (ii) **Vehicular traffic** Reviewed
 - (iii) **Waterborne, Rail** Not reviewed
 - (iv) **Parking** Reviewed
 - (v) **Movement and circulation of people or goods** Reviewed
 - (vi) **Traffic hazards** Reviewed
- (d) Public Services and Utilities
 - (i) **Fire** Reviewed
 - (ii) **Police** Reviewed
 - (iii) **Schools** Not reviewed
 - (iv) **Parks or other recreational facilities** Reviewed
 - (v) **Maintenance** Not reviewed
 - (vi) **Communications** Not reviewed
 - (vii) **Water and Storm Water** Reviewed
 - (viii) **Sewer and Solid Waste** Reviewed
 - (ix) **Other government services or utilities** Reviewed

Acronyms

| | |
|-----------------|---|
| ALS | Advanced Life Support |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| AMI | Area median income |
| BLS | Basic Life Support |
| CAC | Citizen's Advisory Committee |
| CHPO | City Historic Preservation Officer |
| CHPB | Cherry Hill Professional Building |
| City | City of Seattle |
| COA | Certificate of Approval |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| CRAs | Community Reporting Areas |
| CTMP | Construction Transportation Management Plan |
| CT | Census tract |
| CTR | Commuter trip reduction |
| CPTED | Crime Prevention Through Environmental Design |
| CMP | Construction Management Plan |
| DAHP | Department of Archaeology and Historic Preservation |
| dB | Unit of decibels |
| dba | A-weighted decibels |
| DEIS | Draft Environmental Impact Statement |
| DMP | Disaster Medicine Project |
| DON | Department of Neighborhoods |
| DPD | Department of Planning and Development |
| DPM | Diesel particulate matter |
| Draft MIMP | Draft Major Institution Master Plan |
| DSHS | Department of Social and Health Services |
| ECA | Environmentally Critical Areas |
| Ecology | Department of Ecology |
| EMS | Emergency Medical Services |
| EPA | Environmental Protection Agency |
| ETB | Electric Trolley Bus |
| FAR | Floor area ratio |
| FMR | Fair market rent |
| GHGs | Greenhouse gases |
| GSI | Green Stormwater Infrastructure |
| I-5 | Interstate (Highway) 5 |
| I-90 | Interstate (Highway) 90 |
| HCL | High collision locations |
| HCT | High capacity transit |

| | |
|--------------------|---|
| HOV | High occupancy vehicle |
| HUD | Department of Housing and Urban Development |
| HVAC | Heating, Ventilation, and Air Conditioning |
| ICU | Intensive Care Unit |
| I&M | Inspection and maintenance |
| L _{eq} | Equivalent sound level during a specific period of time |
| L _{max} | Maximum sound level during a specific period of time |
| L _{min} | Minimum sound level |
| LOS | Level of service |
| LR1 | Lowrise zone 1 (duplexes and triplexes only) |
| LR3 | Lowrise zone 3 (higher density) |
| m:ss | minutes to seconds |
| MIMP | Major Institution Master Plan |
| MIO | Major Institution Overlay |
| mph | Miles per hour |
| MRI/CT | Magnetic resonance imaging/computed tomography |
| MS | Multiple sclerosis |
| MTCO _{2e} | Metric tons CO ₂ equivalent |
| MUP | Master Use Permit |
| MUTCD | Manual of Uniform Traffic Control Devices |
| NAAQS | National Ambient Air Quality Standards |
| NHRP | National Register of Historic Places |
| NC1 | Neighborhood Commercial |
| NO ₂ | Nitrogen dioxide |
| NO _x | Nitrogen oxide |
| OH | Office of Housing |
| OSE | Office of Sustainability and Environment |
| PDT | Pacific daylight time |
| PM _{2.5} | Particles less than 2.5 micrometers in size |
| PM ₁₀ | Particles less than 10 micrometers in size |
| ppm | Parts per million |
| PSCAA | Puget Sound Clean Air Agency |
| RN | Registered Nurse |
| RPZ | Restricted parking zones |
| Sabey | Sabey Corporation |
| SAC | Standing Advisory Committee |
| SDOT | Seattle Department of Transportation |
| SEPA | State Environmental Policy Act |
| SF | Square feet |
| SF-5000 | Single Family zone; 5000 SF minimum lot area required |
| SFD | Seattle Fire Department |
| SMC | Seattle Municipal Code |
| SOV | Single occupancy vehicle |
| SPD | Seattle Police Department |

| | |
|---------------------|---|
| SPU | Seattle Public Utilities |
| SR | State Route |
| Swedish | Swedish Medical Center |
| Swedish Cherry Hill | Swedish Medical Center/Cherry Hill campus |
| SNI | Swedish Neuroscience Institute |
| TMP | Transportation Management Plan |
| UVTN | Urban village transit network |
| VOCs | Volatile organic compounds |
| vph | Vehicles per hour |
| WSDOT | Washington State Department of Transportation |

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Appendices

Appendix A – Greenhouse Gas Emission Worksheets

Appendix B – Ambient Noise Assessment

Appendix C – Transportation Resource Report

Appendix D – Comments and Responses on the Draft EIS

Section 1 - Summary

1.1 Project

Swedish Medical Center (Swedish) has applied to the City for a Council Land Use Action to adopt a new MIMP for Swedish Medical Center/Cherry Hill (Swedish Cherry Hill). A rezone is required for modification to the MIO height limits. The proposed MIMP would replace an expired MIMP that was adopted by the Seattle City Council by Ordinance 117238 on August 2, 1994. That MIMP expired in August of 2011 (after a 2-year extension).

The 1994 approved MIMP was project-based, and provided for nine new buildings and a total of 682,500 gross square feet (SF) of additional space. Four buildings totaling 434,002 gross SF have been constructed. See Table 2-1 *Projects Approved in 1994 MIMP* in Section 2 for a list of approved projects and project status. The current development within the MIO boundary totals 1.2 million gross SF. The 1994 MIMP allowed for 926 additional parking spaces, for a total of 1,725 parking spaces; currently, 1,510 parking spaces have been developed. A Notice of Intent to prepare a new MIMP was submitted by Swedish to the City DPD on November 11, 2011.

Swedish began to work with the Department of Neighborhoods (DON) in the spring of 2012 to assist with the formation of a CAC. The formation and first meeting of the committee occurred on December 13, 2012. A Concept Plan was submitted by Swedish to DPD on February 12, 2013, and a Preliminary Draft MIMP was submitted on November 7, 2013. In response to comments from the CAC, City departments, and the public, a revised Preliminary Draft MIMP was submitted to the City and the CAC for review on February 4, 2014. The future development has not been designed and this EIS is a non-project EIS for which there is normally less detailed information available. Individual future projects that exceed the SEPA thresholds for the underlying Single-Family 5000 (SF)-5000 or Lowrise 3 (LR3)¹ zoning will require project-specific environmental review at the time of the Master Use Permit (MUP) application. A Draft EIS analyzing the impacts of the proposal as described in the May 22, 2014 Draft MIMP was published on May 22, 2014.

Swedish has developed a new Alternative, Alternative 12, and that Alternative is the subject of their Final MIMP. This FEIS analyzes the impacts of the proposal as described in the December 2014 Final MIMP and compares the potential impacts of three Build Alternatives, Alternatives 8, 11 and 12.

The proposed MIMP would allow a total building area of approximately 2.75 million gross SF and a Floor Area Ratio (FAR) of approximately 4.74. The MIMP includes the development of up to 735 additional parking spaces, for a total of 2,245 parking spaces with full build-out of development.

¹ See SMC 25.05.800 Categorical exemptions, Table B for 25.05.800: Exemptions for Non-Residential Uses. Non-residential uses under 4,000 gross SF are exempt from SEPA review in SF-5000 and LR3 zones located outside of urban centers and urban villages. Projects larger than 4,000 gross SF must go through SEPA review.

1.2 Site and Site Vicinity

Swedish Cherry Hill is located in the Squire Park neighborhood between E Cherry and E Jefferson Streets. The western boundary of the campus is 15th Avenue. The eastern boundary is mid-block between 18th and 19th Avenues.

Uses in the area north, east, and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University's campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.

Land south across E Jefferson Street contains some multi-family residential buildings and a small grocery store bordering on the south side of E Jefferson Street. Land further to the south is occupied by single-family homes. The half-block to the east of the campus and the block continuing to the east contain single-family homes. Land further to the east contains a mix of single-family homes with newer lowrise multifamily buildings located along 21st and 22nd Avenues. The land immediately north of the Swedish Cherry Hill campus contains a mix of multi-family residential and offices along E Cherry Street with multi-family structures to the north.

Garfield High School is located approximately 5 blocks to the east.

The underlying zoning for the Swedish Cherry Hill campus is SF-5000 and LR3. Both have a 30-foot height limit. The expired MIMP established a MIO that allows institutional uses and heights beyond the underlying single- and multi-family uses and height limits.

The existing MIO height limits are shown on Figure 2-3 in Section 2. The land to the north, south and east is zoned for either single-family or multi-family with 30-foot heights as shown on Figure 2-3. Land to the west contains a MIO for Seattle University with a 65-foot height limit. The Swedish Cherry Hill campus currently includes three height districts: MIO-37, -65, and -105. The campus generally slopes downward both to the west and to the south. The existing setbacks vary, and range from 10 to 20 feet along the edges of the campus. The half-block on the east side of 18th Avenue contains a few older buildings that have been converted from residential to office, and some cleared lots used for parking. Two of the buildings are vacant. The third building is temporarily in use by the St. Joseph's Baby Corner, a nonsectarian charity which provides essential items such as formula, diapers and car seats to families in need.

1.3 Description of Alternatives

The FEIS includes an evaluation of the following alternatives:

- **Alternative 1** – No Build
- **Alternative 8** – Addition of approximately 1.9 million gross SF; change in heights to MIO-50, -65, -105 and -240

- **Alternative 11** - Addition of approximately 1.55 million gross SF; change in heights to MIO-37, -50, -65, -105, and -160
- **Alternative 12** – Addition of approximately 1.55 million gross SF; change in heights to MIO-37, -50, -65, -105 and -160

1.4 Summary of Potential Impacts and Major Conclusions

A summary comparing potential environmental impacts of each alternative discussed in Section 3 is shown in Table 1-1. A summary of potential construction impacts discussed in Section 3.9 is shown in Table 1-2. See Section 3 for more details.

1.5 Significant Areas of Controversy and Uncertainty

The Proposal is the subject of neighborhood controversy, related primarily to two issues: 1) the height, bulk, and scale of proposed development on campus relative to the surrounding lower heights and density of the residential development; and 2) the potential transportation impacts associated with greater and denser development. The future development has not been designed and this EIS is a non-project EIS for which there is normally less detailed information available. Individual future projects that exceed the SEPA thresholds for the underlying zone will require project-specific environmental review at the time of the MUP application.

One primary subject of uncertainty has been identified, related to the nature and magnitude of potential traffic and transportation impacts. Because the availability of funding for transit service varies over time, it is somewhat uncertain to what extent transit service will be available to serve the Cherry Hill area over time, and the effect that the new Seattle First Hill Streetcar may have on area transportation. The project level SEPA review that will accompany each future development will include site-specific transportation analysis that will better assess the state of the transit service that exists or is planned at the time of the proposed project implementation.

1.6 Summary of Potential Mitigation Measures

A summary of potential mitigation measures discussed in Section 3 is shown in Table 1-3. See the mitigation sections included for each element of the environment in Section 3 for more details.

1.7 Secondary and Cumulative Impacts

Secondary impacts are caused by the Proposal and are reasonably foreseeable, but are later in time or farther removed in distance than direct impacts. Examples are changes in land use and economic vitality (including induced new development, growth, and population), water quality, and natural resources. Cumulative impacts are impacts that result from the incremental consequences of a project when added to other past or reasonable foreseeable future actions. The cumulative effects may be undetectable when viewed individually, but added to other effects, eventually lead to a measurable environmental change.

Table 1-4 summarizes the secondary and cumulative impacts anticipated to be caused by each of the alternatives.

1.8 Significant Unavoidable Adverse Impacts

Significant unavoidable adverse impacts are those adverse impacts that would remain even after applying mitigation measures, or for which no mitigation measures would be effective.

Table 1-5 summarizes the significant unavoidable adverse impacts anticipated to be caused by each of the alternatives.

**Table 1-1
Summary of Potential Operation Impacts**

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|-----------------------|--|---|--|---|
| Air Quality | Minimal impacts as typical with an institution. | The Build Alternatives would affect local emissions of CO from traffic in the immediate vicinity, particularly at congested traffic signals along Broadway Avenue. CO levels are anticipated to be below the EPA air quality standards. Future CO levels in the Cherry Hill neighborhood are anticipated to decrease because of continued improvements in vehicle technology. Additional traffic volumes under Alternatives 8, 11, or 12 compared to existing volumes are not anticipated to cause any exceedances of air quality standards at nearby monitoring sites. | | |
| Noise | Noise levels are low and would be anticipated to remain much the same as today's levels. | Minor increase in noise levels compared to Alternative 1 due to increase in vehicular traffic accessing the site (parking), mechanical equipment (ventilation systems), emergency vehicles, and maintenance activities. Any mechanical equipment installed would be required to meet Seattle noise limits. | | |
| Land Use | No change to existing land uses. | No change in land use. All Build Alternatives would increase height and development intensity. Alternative 8 would result in the most intensive development and increased density of the three Build Alternatives due to the proposed 240-foot heights. The area of campus that will be affected by the greatest amount of change is the half-block east of 18th Avenue between E Cherry and E Jefferson Streets. Proposed height changes in the interior of the campus | No change to existing land use. Alternative 11 would result in less intensive development of the central and western portions of the campus due to lower heights and smaller proposed square-footage compared to Alternative 8. Proposed setbacks along the rear property line abutting the single-family homes would be greater than proposed for Alternative 8. There is also a 15-foot height limit for the center portion of the half-block. Development planned for this portion of campus would be approximately 200,000 gross SF, the same as | Similar to Alternative 11 except for additional lower heights on half-block on east side of 18th Avenue and lower heights on the west block of campus both of which could result in less development in those portions of the campus. |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|----------------------------------|---|---|--|---|
| | | would increase development intensity. | proposed for Alternative 8, however, the greater setbacks that are proposed would likely reduce the amount of developable space in this location of the campus. | |
| Aesthetics - Light, Glare | No change to existing conditions. | <p>The closest scenic routes, E Madison Street and E Yesler Way would not be affected by the Build Alternatives as the proposed changes would not be visible.</p> <p>James Tower (Providence 1910 Building, Ordinance 121588) is a Seattle Landmark. The building would not be altered by the Master Plan, but due to increased building heights, all Build Alternatives would block some views of James Tower from adjacent streets. James Tower may be visible in the distance from the east (in the vicinity of Garfield High School), but would not be visible from Seattle University. Views of James Tower may remain from some viewpoints to the south.</p> <p>Each alternative would likely generate typical commercial stationary sources of light including interior lighting, pedestrian-level lighting (along proposed sidewalks, entryways) and illuminated signs. Interior lighting could be equipped with automatic shut-off timers. Where lighting is required for emergency egress, automatic shades could be installed.</p> | | |
| Aesthetics - Shadows | Shadows currently exist off campus during times when the sun is low on the horizon. At 9:00 AM during the Winter Solstice, shadows extend northwest over existing Cherry Hill buildings, Seattle University Connolly Center building, and onto buildings 1-block north of E Cherry Street (E Columbia Street). At 3:30 in the | <p>Shadow impacts would result from the Build Alternatives due to the increased amount of development on the Swedish Cherry Hill campus and greater building heights.</p> <p>Shadows would be longest during winter when the sun is low on the horizon. Because of the low angle of the sun above the horizon on Winter Solstice, shadow impacts would extend greater</p> | Shadow impacts would not extend as far as Alternative 8 due to the proposed lower heights of campus buildings. In the summer at 5:00 PM, shadows from Alternative 11 development would extend less than Alternative 8, as lower heights and building modulation on east campus would create an opening and reduction in shadows over residential area east of 19th Avenue. | Shadows would be similar to Alternative 11 except less from the southwest corner of campus in the mornings. |

**Table 1-1 (Continued)
Summary of Potential Operation Impacts**

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|--|---|--|--|---|
| | <p>winter afternoon, shadows extend north across 20th Avenue and E Marion Street to residential area (approximately 2 blocks beyond MIO boundary) including Firehouse Mini Park. West of 18th Avenue, shadows from existing buildings extend a half-block beyond buildings.</p> | <p>distances, regardless of the alternative. Conversely, during Summer Solstice, when the sun is at its greatest height above the horizon, shadow impacts would be shorter and less likely to cause shading impacts.</p> | | |
| Aesthetics – Height, Bulk & Scale | <p>No increase in total developed area would be allowed, and no impacts to height, bulk, and scale would be anticipated.</p> | <p>The visual appearance of Swedish Cherry Hill would be altered with implementation of the Build Alternatives by the proposed buildings becoming taller, denser, and in some cases, wider. Project specific design, including setbacks of new buildings, would be determined prior to submittal of a master use permit application for individual projects.</p> <p>On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-240. In the central block of the campus, the center-west portion would be changed from MIO-105 to MIO-240. On the east side of</p> | <p>Alternative 11 would have lesser height, bulk, and scale impacts on the surrounding residential uses than Alternative 8 because of the lower heights on the central campus, on the west campus facing Seattle University. Implementation of the Build Alternatives would result in height limits over the current MIO in some portions of the campus. Both Alternatives 11 and 12 would include a proposed maximum height of MIO-160 conditioned down to 150 feet for the west campus area.</p> | <p>Alternative 12 bulk and scale impacts would be similar to but slightly less than Alternative 11. The area proposed for heights up to 150 feet for Alternative 12 on the western campus would be lower than that proposed for Alternative 11. On the eastern half-block, the maximum height would be 45 feet as compared to 50 feet for Alternative 11.</p> |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|---------------------------------------|--|---|---|--|
| | | campus on the half-block located on the east side of 18th Avenue, the MIO would be changed from MIO-37 to MIO-50. | | |
| Housing | Staffing and patient levels would minimally increase over current levels. Housing needs relative to this increase would be a small percentage of the area’s housing stock. | Since there are no occupied housing units within the MIO boundary, there would be no direct impacts to housing or displacement of residents. | | |
| Historic Resources | No impacts | <p>There are buildings on campus that are over 50 years of age. Based on the City’s interdepartmental procedures, at the time of a MUP application for development that would involve demolition of a building that is 50 years or older, a referral must be made from DPD to the City’s Historic Preservation Officer for consideration as to whether the building would meet the City’s Landmark criteria.</p> <p>No view impacts are associated with any of the Build Alternatives, as all primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. The view to the northern façade of the building is presently nearly completely blocked by the adjacent East Tower building. Views from adjacent public right-of-ways of the George Washington Carmack House are unaffected.</p> | | |
| Transportation – Street System | Access to campus would not change. With growth in neighborhood traffic, access to off-campus parking facilities could become more challenging. | While the overall circulation and access patterns associated with the campus would generally stay the same, a new underground parking garage on 18th Avenue would result in a shift of the traffic to the east side of the campus. Deliveries | Same as Alternative 8 | Same as Alternative 8 |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|---|--|--|---|--|
| | | would occur at the service docks located on 16th and 18th, and potentially at a new service dock on 15th Avenue. | | |
| Transportation – Bicycles | There could be some increase in walking and bicycling to campus as employees shift from driving alone. | 18th Avenue where it bisects the campus has been identified as a potential Greenway in the Bicycle Master Plan, providing enhancements for pedestrians and bicyclists. | | |
| Transportation – Pedestrians | There are a number of transit improvements and development projects within the larger study area and as these occur it is likely that pedestrian facilities along the frontages of the development projects would be improved where deficient. | Swedish has proposed to create a “Health Walk” or walking path around the Swedish Cherry Hill campus along 15th Avenue, E Cherry Street, 18th Avenue, and E Jefferson Street. Along 18th Avenue, the health walk can be incorporated into the proposed neighborhood greenway. A direct pedestrian connection is proposed through the campus that would connect 17th Avenue between E Cherry and Jefferson Streets. The pedestrian environment would also be enhanced along the E Cherry Street frontage with improved sidewalks and landscaping as well as public open green spaces with seating areas. With the additional and expanded facilities on campus, the number of pedestrians on campus and those circulating to and from transit facilities and parking is anticipated to increase. | | |
| Transportation – Public Transportation | It is assumed that Swedish employee use of transit would increase by 5 percent. There are planned transit improvements as well as potential service cuts. | In the PM Peak Period, transit riders would increase from an existing 1,560 to 2,080 by 2023 (as compared to 1,680 for the No Build), and 2,620 riders by 2040 (as compared to 1,870 for the No Build). Inter-campus shuttle service would continue. | In the PM Peak Period, riders would increase from an existing 1,560 to 2,080 by 2023 (as compared to 1,680 for the No Build), and 2,600 riders by 2040 (as compared to 1,870 for the No Build and 2,620 for Alternative 8). Unlike the AM Peak Period, transit capacity in the PM Peak Period is anticipated to increase from an existing capacity of 5,560, to 5,840 in 2023 and 2040. In both the AM and PM Peak Periods, even with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service. | |
| Transportation – Traffic Volumes | Assuming the 50 percent SOV rate, the Swedish | Build-out of Alternative 8 would increase trips by 5,814 | Build-out of Alternatives 11 and 12 would increase trips by 5,503 net new daily trips with 387 new trips occurring during the AM peak | |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|--|---|---|--|--|
| | Cherry Hill campus would generate less traffic than existing conditions with 424 less daily trips, 27 less AM peak hour trips and 57 less PM peak hour trips under No Build conditions. | net new daily trips with 409 new trips occurring during the AM peak hour and 565 new trips occurring during the PM peak hour, compared to No Build trip volumes. | hour and 536 new trips occurring during the PM peak hour, compared to No Build trip volumes. | |
| Transportation – Traffic Operations | <p>Under the No Build conditions, there would be a continued decline in intersection level of service within the study area.</p> <p>As a result of the increases in traffic associated with background growth and pipeline traffic, delays for the minor street approaches in the immediate vicinity of the campus are anticipated to increase accordingly.</p> | <p>During the weekday AM peak hour, compared to the No Build Conditions, Alternative 8 would result in two additional intersections operating at LOS F in 2023, and two locations degrading from LOS E to LOS F in 2023. In 2040, compared to the No Build conditions, Alternative 8 would result in two intersections degrading from LOS D to F and one from LOS E to F during the weekday AM peak hour and three intersections degrading from LOS D to LOS F, one from LOS D to E, and one from LOS E to F during the weekday PM peak hour.</p> <p>During the weekday PM peak hour, the addition of traffic associated with Alternative 8 would result in three intersections degrading from LOS D to LOS E, one degrading from LOS D to LOS F, and one</p> | <p>Intersection operations under Alternatives 11 and 12 for year 2023 in the AM and PM peak hours would be the same as for Alternative 8.</p> <p>In 2040, compared to the No Build conditions, impacts with Alternatives 11 and 12 would be very similar to those projected for Alternative 8. The difference would be a slightly lower number of vehicles.</p> <p>Alternatives 11 and 12 would result in two additional intersections operating at LOS F and one fewer intersection operating at LOS E during the weekday AM peak hour and four additional intersections operating at LOS F during the weekday PM peak hour, the same as with Alternative 8.</p> <p>With development of Alternatives 11 and 12, corridor operations would degrade slightly in 2023 with average speed decreasing by 1-mph along both James Street in the westbound direction during the AM peak hour and E Cherry Street in the westbound direction during the PM peak hour. As discussed in the review of No Build 2023 conditions, given the existing capacity constraints along the corridor, changes in travel times and speeds are generally small. This would be the same as for Alternative 8.</p> <p>Similar conditions would exist during the 2040 conditions, with travel times and average speeds, showing generally small increases and decreases, respectively, as a result of Alternatives 11 and 12 compared to No Build conditions.</p> | |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|---------------------------------|---|--|--|--|
| | | <p>intersection degrading from LOS E to LOS F.</p> <p>With development of Alternative 8, corridor operations would degrade slightly in 2023 with average speed decreasing by 1-mph along both James Street in the westbound direction during the AM peak hour and E Cherry Street in the westbound direction during the PM peak hour.</p> <p>The largest increase in travel time for the 2023 conditions with Alternative 8 would be along James Street in the westbound direction with an increase of approximately 1-minute.</p> | | |
| Transportation – Parking | It was assumed that No Build off-street parking supply would remain at current levels, 1,510 spaces. Under No Build conditions, the projected parking demand of 1,014 vehicles could be accommodated in off-street parking on the campus. | <p>The Land Use Code would require a minimum of 1,934 parking spaces and a maximum of 2,612 spaces with development of Alternative 8.</p> <p>2,310 parking spaces are proposed.</p> | <p>The Land Use Code would require a minimum of 1,887 parking spaces and a maximum of 2,547 spaces with development of Alternatives 11 and 12.</p> <p>2,245 parking spaces are proposed.</p> | |
| Transportation - Safety | Based on the 3-year | Increased traffic along the E | Similar to Alternative 8 | Similar to Alternative 8 |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|---|--|--|---|--|
| | <p>accident history (January 1, 2010 – December 31, 2012), the study area has not experienced an unusually high level of vehicular accidents to date except at the James Street/6th Street intersection. Two pedestrian fatalities from vehicles striking a pedestrian in a crosswalk occurred during this time period: at 16th Avenue/E Jefferson; and 7th Avenue/Cherry Street.</p> <p>In general, as traffic volumes increase, the potential for traffic safety issues increases proportionately.</p> | <p>Cherry Street and E Jefferson Street corridor increases the potential for conflicts between pedestrians and vehicles. Along E Cherry Street several signalized crossings are provided at key intersections. Additional signalized crossings could be considered in the future to provide additional vehicular capacity and pedestrian safety enhancements at key neighborhood connection points.</p> | | |
| Public Services and Utilities – Fire | <p>Potential for minor impacts during routine remodeling activities.</p> | <p>Increases in onsite employment and the number of visitors/patients to the Swedish Cherry Hill campus would be incremental and would be accompanied by an increased demand for all types of services provided by SFD, including fire protection, BLS, and EMS. All new and renovated buildings would be constructed in compliance with the fire codes in effect at the time of building permit review. Adequate fire flow to serve the proposed redevelopment would be provided as required by fire code. Specific code requirements would be adhered to regarding emergency access to structures.</p> | | |
| Public Services and Utilities – Police | <p>Potential for minor impacts during routine remodeling activities.</p> | <p>Increases in onsite employment and campus visitors/patients over the build-out of the MIMP would be incremental and would be accompanied by increases in demand for police services.</p> | | |
| Public Services and | <p>No impacts</p> | <p>There would be no loss of parks, other recreation, or open space off-campus. Visitation to the</p> | | |

Table 1-1 (Continued)
Summary of Potential Operation Impacts

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|---|---|---|--|--|
| Utilities – Parks and Recreation | | existing parks and open space may increase relative to the increase in employment, patients, and visitors at the Swedish Cherry Hill campus. With the implementation of any of the Build Alternatives, the amount of landscaped areas providing open space on campus would be replaced or relocated based on the building design. Depending on the time of day and season, shadows may extend to Firehouse Mini Park. Shadows currently extend to Firehouse Mini Park and shadow impacts would be no greater than existing conditions. | | |
| Public Services and Utilities – Water, Sewer, Stormwater | Potential for minor impacts during routine remodeling activities. | All Build Alternatives could increase water demand from its current 20.4 million gallons of consumption annually. With the increase of 1.9 million SF of gross building area on the site proposed in Alternative 8, this demand is anticipated to increase to 62.7 million gallons per year, based on average consumption per SF of gross building area. | All Build Alternatives could increase water demand from its current 20.4 million gallons of consumption annually. With the increase of 1.55 million SF of gross building area on the site proposed in Alternative 11 or 12, this demand is anticipated to increase to 71.6 million gallons per year, based on average consumption per SF of gross building area. | Same as Alternative 11 |
| Public Services and Utilities – Solid Waste | Potential for minor impacts from increased demolition or construction waste during routine remodeling activities. | All Build Alternatives would result in an increase in solid waste production. No forecast has been calculated on the future waste stream upon full build out. Swedish Medical Center indicates that the amount and content of the waste stream would depend upon the services offered at the campus (e.g., obstetrics services would increase red bag waste and recycling) and building design with sustainability in mind would reduce the potential increase in waste production and increase opportunities for recycling. The campus would continue efforts to reduce waste and increase the recycling rate (Swedish 2013b). No impacts are anticipated. | | |

**Table 1-2
Summary of Potential Construction Impacts**

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|---------------------------------------|---|--|---|---|
| Air Quality | Potential short-term temporary impacts from fugitive dust and emission during any construction activities if Swedish were to demolish and replace any existing buildings. | Potential short-term temporary impacts from fugitive dust and emission during construction of up to 1.9 Million SF over the life of the MIMP. Potential moderate impacts to sensitive adjacent land uses (residential) during heavy construction or demolition activities. | Potential short-term temporary impacts from fugitive dust and emission during construction of up to 1.55 Million SF over the life of the MIMP. Potential moderate impacts to sensitive adjacent land uses (residential) during heavy construction or demolition activities. | Same as Alternative 11 |
| Groundwater | Subsurface soil conditions could potentially change | Construction can alter the subsurface soil conditions, and create new drainage pathways for groundwater. With each site-specific development, a geotechnical analysis would be performed that would include soil borings that would identify depth to groundwater and subsurface conditions that may affect groundwater flow. The geotechnical report would include recommendations for soil strengthening and means of addressing groundwater. These reports would be included in MUP applications for site-specific buildings. | | |
| Noise | Short-term temporary noise impact could potentially occur if Swedish were to demolish and replace any existing buildings. | Intermittent significant unavoidable impacts during periods of noisy construction activities (demolition, excavation and structure erection), especially to the half-block on 18th Avenue between East Jefferson and East Cherry Streets (adjacent residences). | Similar to Alternative 8 | Same as Alternative 8 |
| Transportation – Street System | No changes from minor remodeling or routine maintenance | Construction impacts related to the street system would depend on the location of the construction within the Swedish Cherry Hill campus. The streets that would be most impacted would include E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue along the campus frontages. A Construction Management Plan (CMP) would mitigate these impacts. The plan could | | |

**Table 1-2 (Continued)
Summary of Potential Construction Impacts**

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|--|---|---|--|---|
| | | include scheduling street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system. | | |
| - Campus Access and Circulation | No impacts | Construction impacts related to campus access and circulation would depend on the location of the construction within the Swedish Cherry Hill campus. Impacts could include the need to reroute traffic and close parking access and/or lots/garages. | | |
| -Pedestrians | No impacts | Construction impacts may result in intermittent sidewalk and bicycle facility closures and re-routing along E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue depending on the specific location of construction within the campus. | | |
| -Bicycle | | | | |
| -Public Transportation | Minor increases in transit use by construction personnel | Construction impacts could result in some increase in ridership as a result of construction workers traveling to and from the site. Based on the review of transit capacity, presented previously in this document, there would be capacity at the campus to accommodate additional demand related to construction workers. | | |
| -Traffic Volumes, Freight and Goods | Minor impacts from additional trips when combined with changes in background conditions | Construction of the Build Alternatives would result in an increase in traffic volumes due to construction workers traveling to and from the site, delivery of material, and truck hauling. | | |
| -Traffic Operations | Minor changes | Construction impacts related to traffic operations would occur as a result of increased traffic levels. | | |
| -Parking | Minor parking impacts from additional workers during repair | Parking impacts due to construction would include increased parking needs related to workers, as well as parking facility closures or access changes with the construction. Construction worker parking would be accommodated onsite and secured in nearby parking lots and the use of alternative modes would be encouraged. In addition, construction activities could result in the need to close on-street parking adjacent to the site. These closures would be coordinated with SDOT and appropriate notices and signs would be provided. | | |
| -Safety | Minor changes to safety with increase in background conditions | Construction would increase vehicular traffic within the study area, which could result in increased conflicts between vehicular, pedestrian, and bicycle traffic. | | |
| Public Services and Utilities | No impacts | Potential short-term, temporary impact to fire and police response time. Relocation of water and sewer mains may be required in 16th | Same as Alternative 8 | Same as Alternative 8 |

**Table 1-2 (Continued)
Summary of Potential Construction Impacts**

| Environmental Element | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF; MIO-50, -65, -105, and -240 | Alternative 11 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65 -105, and -160 | Alternative 12 – Addition of 1.55 Million Gross SF; MIO-37, -50, -65, -105, and -160 |
|-----------------------|--------------------------|---|---|--|
| | | <p>Avenue if a pedestrian tunnel were constructed. Solid waste would be generated by both demolition and construction activities.</p> | | |

**Table 1-3
Summary of Potential Mitigation Measures**

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-------------------------------------|-----------------------------------|---|
| General Construction Impacts | Construction | <p>To mitigate for potential construction-related impacts, Swedish would develop a CMP in conjunction with site-specific developments. The plan would include the following elements (see Section 3.9 for more details):</p> <ul style="list-style-type: none"> • Construction Communication • Construction Hours and Sensitive Receivers • Construction Noise Requirements • Measures to Minimize Noise Impacts • Construction Milestones • Construction Noise Management • Construction Parking Management • Construction Traffic/Street and Sidewalk Closures • Construction Air Quality • Historic Resources |
| Air Quality | Construction | <ul style="list-style-type: none"> • Spray water, when necessary, during demolition, grading, and construction activities to reduce emissions of particulate matter. • Cover dirt, gravel, and debris piles to reduce dust and wind-blown debris. • Cover open-bodied trucks to reduce particulate matter blowing off trucks or dropping on roads while transporting materials. Alternatively, wetting materials in trucks or providing adequate freeboard (space from the top of the material to the top of the truck) could be used to reduce dust and deposition of particulate matter. • Provide wheel washers at construction sites to remove particulate matter from vehicle wheel wells and undercarriages before they exit to decrease deposition of particulate matter on area roadways. • Promptly sweep public streets, when necessary, to remove particulate matter deposited on paved roads and subsequent wind-blown dust. • Monitor truck loads and routes to minimize dust-related impacts. • Turn off construction trucks and engine-powered equipment during long periods of non-use, instead of being left idling, to reduce exhaust emissions and odors. • Require emission-control devices on construction equipment and using relatively new, well-maintained equipment to reduce exhaust emissions of CO, GHGs, and particulate matter from engine exhaust. • Provide quarry spall areas onsite prior to construction vehicles exiting the site. • Schedule the delivery and removal of construction materials and heavy equipment to minimize |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|-----------------------------------|--|
| | | congestion during peak travel time associated with adjacent streets. |
| | Operation | <p>No significant air quality impacts have been identified and no mitigation measures are proposed.</p> <p>A variety of mitigation measures are available to reduce GHG emissions. The following are described in greater detail in section 3.1.4.2:</p> <ul style="list-style-type: none"> • Natural Drainage and Green Roofs • Tree Protection • Native Plants • Waste Management and Deconstruction • Building Design • Transportation |
| Groundwater | Construction | <ul style="list-style-type: none"> • A geotechnical report would be prepared for each future site specific building, and submitted as part of the MUP application. The report would identify subsurface soil and groundwater conditions and would include measures for mitigating any identified impacts. |
| Noise | Construction | <ul style="list-style-type: none"> • Develop and implement a Construction Management Plan that includes site specific sound level reduction measures. • Use engine enclosures and mufflers on construction equipment. • Locate portable equipment as far as possible from sensitive receptors. • Turn off equipment during periods of nonuse. • Use ambient sensitive broadband backup alarms. • Place stationary equipment as far away from sensitive receiving locations as possible. Where this is infeasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property. • Place construction staging areas anticipated to be in use for more than a few weeks as far as possible from sensitive receivers as possible. |
| | Operation | <ul style="list-style-type: none"> • To minimize noise impacts associated with HVAC and air-handling equipment, equipment should be selected and positioned to maximize noise reduction to the extent possible. When conducting analyses to ensure compliance with the Seattle noise limits, facility designers would assess sound levels as they relate to the nearby residential uses. • Exhaust vents for all underground parking facilities should be located and controlled to reduce noise at both on- and off-site residential locations and to ensure compliance with the City noise limits. Mechanical equipment operating at night has a 45 dBA limit at the adjacent residential zone. • Loading docks should be designed and sited with consideration of nearby sensitive receivers and to |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|--|-----------------------------------|---|
| | | <p>ensure that noise from truck traffic to and from the docks and from loading activities would comply with the City noise limits.</p> <ul style="list-style-type: none"> • Depending on the location of loading docks relative to residences, restrictions should be implemented to limit noisy deliveries to daytime hours. • Solid waste, compacting, composting and recycling collection should, to the extent feasible, be designed to minimize or eliminate line-of-sight from collection/pickup points to nearby sensitive receivers. • Solid waste, compacting, composting and recycling collection times should be scheduled for daytime hours. • Alternatives to mechanical maintenance equipment (leaf blowers, power washers, etc.) should be explored (such as sweeping or using a hose to wash driveways where feasible) or equipment that produces lower sound levels used. • If mechanical maintenance equipment is needed for a specific task (such as power washing prior to painting), it should be scheduled during the weekday during normal business hours (9:00 AM to 5:00 PM) to coincide with higher ambient noise conditions. • To minimize the potential for noise impacts resulting from regular testing of emergency generators, the location of such equipment should be considered during building design relative to residences, and equipped with noise controls, to minimize noise intrusion. |
| Land Use | Construction | See Aesthetics/Light, Glare and Shadow for mitigation measures for height, bulk and scale. |
| | Operation | No significant impacts to land use have been identified, and no mitigation measures specific to land use are required. |
| Aesthetics/Light, Glare and Shadows | Construction | There will be no direct impacts to housing, and no mitigation measures are required. |
| | Operation/Height, Bulk & Scale | <p>Swedish has proposed ground-level and upper-level building setbacks as one means of mitigating or lessening the proposed heights of buildings. The proposed setbacks under Alternatives 8, 11 and 12 are described in section 3.4.1.4.</p> <p>Swedish would use a number of measures to reduce or eliminate aesthetic impacts:</p> <ul style="list-style-type: none"> • Scale-reducing elements, particularly at areas exposed to people activity (e.g., building entrances, adjacent to walkways, places of high visibility) would be identified and encouraged during project design. • Pedestrian amenities would be provided as site improvements. • Landscaping and open space would be provided for pedestrian interest, scale, partial building |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|-----------------------------------|---|
| | | <p>screening and building contrast.</p> <p>Other mitigation measures to height, bulk, and scale could include:</p> <ul style="list-style-type: none"> • New buildings could be designed in accordance with adopted design guidelines. • Swedish Cherry Hill could comply with or exceed the setback requirements of the underlying campus zoning, include upper-level setbacks, and modulation. • New buildings could be designed with façade treatments, articulation, use of materials, varying roof heights, and fenestration to make the buildings look more consistent with the existing architectural character. • New buildings could be designed with the appearance of multiple buildings to reduce bulk and scale. • Heights could be further reduced. |
| | Operation/ Light and Glare | <p>During operation, Swedish Cherry Hill would use a number of measures to reduce or eliminate light and glare impacts:</p> <ul style="list-style-type: none"> • Building design would use low-reflective glass and other materials, window recesses and overhangs, and façade modulation. • Landscaping, screens, and “green walls” would be used to the extent practicable to obstruct light from shining to offsite locations. • Nighttime illumination of the site and selected buildings may be restricted and provided only when function or safety requires it. • Interior lighting would be equipped with automatic shut-off times. Automatic shades may be installed where lighting is required for emergency egress. • Parking lots and structures may include screens or landscaping to obstruct glare caused by vehicle headlights. • Lighting fixtures would provide down-lighting or be oriented away from nearby residences. |
| | Operation/Shadows | <p>It should be noted that the projects have not been designed and the actual project appearance is unknown. Required/proposed floor area ratios could reduce the mass for several buildings. The following mitigation measures would minimize potential impacts from shadows:</p> <ul style="list-style-type: none"> • Future new building design will consider the final orientation and massing of the building relative to public open spaces. • A shadow study may be required with the MUP application for specific buildings depending upon their location on campus. |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|---------------------------|-----------------------------------|---|
| Historic Resources | Construction | Future SEPA reviews will include both an evaluation of the structure proposed for demolition and an adjacency review of existing historic structures. If potential impacts are identified, mitigation measures will be included as permit conditions. |
| | Operation | Alternatives 8, 11, and 12 would be designed to comply with all the development requirements of the Controls and Incentives Agreement for the Providence 1910 Building (Ordinance 121588), the only City Landmark with a Control and Incentives Agreement within the MIO area. A Controls and Incentives Agreement application would be made to the Landmark Preservation Board after completion of any MUP submittal to the City if required under the Controls and Incentives agreement. Under future SEPA review adjacency review consistent City Policies for SEPA review may be required. The Landmark Preservation Board will decide if the proposal meets the requirements of the Controls and Incentives Agreement. |
| Transportation | Construction | <p>A Construction Management Plan would include scheduling street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system.</p> <p>Protocol would be included in the plan:</p> <ul style="list-style-type: none"> • Safe campus access and circulation adjacent to the construction site through the detours, signs, and providing information ahead of time to patients and employees on potential parking access or facility changes. • Safe pedestrian and bicycle circulation adjacent to the construction site through the use of temporary facilities, detours, and signs; coordination with the transit agency in advance and appropriate relocation and signage provided; include scheduling the most intensive construction activities such that they are spread out over time and prohibiting material deliveries from leaving or entering the area during AM and PM peak hours when feasible; construction worker parking would be accommodated onsite and secured in nearby parking lots and the use of alternative modes would be encouraged. |
| | Operation | The primary mitigation would be through an enhanced TMP and physical improvements. |
| | Transportation Management | <p>The overriding goal of the TMP is to decrease the number of vehicles accessing the Swedish Cherry Hill campus. The proposed TMP incorporates both elements from the existing TMP and proposed enhancements designed to achieve the SOV rate. The TMP is also being designed to address issues associated with neighborhood parking intrusion.</p> <p>The program elements are intended to adjust the transportation patterns and habits of the larger employee groups on campus, as well as those of the auxiliary uses that operate there. The TMP applies to the entire Swedish Cherry Hill campus and all activities that occur within its boundaries. The program elements that are currently utilized and proposed as part of the updated TMP include:</p> <ul style="list-style-type: none"> • Transit Incentives – Increased levels of incentives, communication regarding schedules, and |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|-----------------------------------|---|
| | | <p>enhanced facilities</p> <ul style="list-style-type: none"> • Alternative Modes – Promote the use of alternative travel modes, such as bicycle and walking through improved onsite facilities and incentive programs • HOV Incentives – Promote HOV programs through incentives for carpools/vanpools, preferred parking, and utilization of rideshare programs • Parking Management Programs – Consider alternative payment technologies, parking policies, review of RPZ designations, and other programs to reduce spillover into the adjacent neighborhoods • Intercampus Shuttle - increase free shuttle service between First Hill, Met Park, Westlake Center and Cherry Hill campuses. • Shuttle Service - add shuttle service from main transportation hubs at train (King Street Station), ferry (Coleman Ferry Dock) and trolley (1st Hill Streetcar) lines. • Parking Policies & Enforcement - proposed parking policy for employees, enforce vendor parking areas, and review patient parking to promote parking in designated on-campus areas. |
| | Public Information | <ul style="list-style-type: none"> • Actively engage and promote alternatives through transportation fairs and other promotional opportunities to promote trip reduction programs • Coordination with residential properties Engage with tenants to inform about employee transportation benefits and options |
| | Transit | <ul style="list-style-type: none"> • Transit incentives (provide all tenants with access to a minimum 50% subsidy and increase this subsidy if necessary to achieve the goal) • Engage with tenants to inform about employee transportation benefits and options |
| | Pedestrians | <ul style="list-style-type: none"> • New Health Walk around campus perimeter with signs, seating and pocket parks. • Installation of sidewalk bulk-outs at key intersections to reduce the pedestrian street crossing distance and time (See Table 3.7-16 in Section 3.7 for locations) |
| | Bicycle | <ul style="list-style-type: none"> • Weather-protected, secure bicycle racks at no charge to Cherry Hill employees at preferred locations • Shower accessibility • Free bike lockers for all campus employees • Promote bicycle amenities • Signage indicating bike parking locations • Provide access to basic bike tools. • Provide access to a bikeshare system when available • Promote bicycle and pedestrian safety throughout the campus |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|-----------------------------------|--|
| | | <ul style="list-style-type: none"> • Add bike racks to shuttle vehicle • Contribute to completion of a neighborhood greenway |
| | Parking | <ul style="list-style-type: none"> • Monthly parking rate set equal to or greater than the current King County Metro rate for peak period one-zone transit passes • Preferred Location for carpool and vanpool parking • Parking cost for carpools for two people subsidized at a minimum of 50% • Carpools of three or more and vanpools subsidized 100% • Facilitate rideshare match-ups for carpool and vanpools • Provide free vanpool parking for tenants • Investigate alternative parking rate structures that incentivize vanpools and carpool and implement as appropriate • Encourage cooperation among tenant companies to promote vanpools and carpools • Restricted access to monthly parking passes |
| | Neighborhood Parking Reduction | <ul style="list-style-type: none"> • Subsidize the cost of the RPZ stickers for areas surrounding the campus and review options with SDOT to direct RPZ permit payments into other neighborhood transportation funding sources for a direct Squire Park impact. • Regular contact with City parking enforcement to encourage patrolling. • Improve way finding signs to direct vehicles to on-campus parking. • Develop a campus-wide policy to discourage employee and vendor parking in the neighborhood. • Regular meetings with community representatives to evaluate progress, communicate issues, consider solutions. |
| | Shuttle | <ul style="list-style-type: none"> • Intercampus shuttle between Cherry Hill, First Hill, and Metropolitan Park office buildings. • Shuttle service expansion to main transportation hubs or areas with higher transit service (e.g. King Street Station, Coleman Ferry Dock and Westlake Center). • Add bike racks to shuttle vehicles |
| | Other TMP Elements | <ul style="list-style-type: none"> • Building Transportation Coordinator. • Guaranteed Ride Home through ORCA Passport program. • Special taxi service for 10-12 hour shift employees that use transit via Guaranteed Ride Home ORCA Passport program. • Provide flex-car on campus (e.g. car-sharing such as ZipCar). • Telecommuting for some employees. • Encourage and promote alternative work schedules, where possible. |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|--|---|
| | | <ul style="list-style-type: none"> • Free taxi service to physicians that travel between First Hill and Cherry campuses via intercampus shuttle program and/or car-sharing such as ZipCar. • Requirement that all vendors must park off-street. • Implement on-campus transportation screen and/or kiosk to further enhance transportation awareness and outreach with all campus employees. • Develop a way finding plan illustrating pedestrian pathways through & around the campus, bicycle routes & bike parking, and short-term & disabled parking locations. • Continue to work with City to address misuse of handicapped parking placards. |
| | <p>Transportation Pilot Programs (Pilot programs conditional upon efficiency and sustainability)</p> | <ul style="list-style-type: none"> • Commuter Incentive Pilot: Work on a biking and walking incentive program. Work with onsite retail to offer bicycle benefits or other commuter incentives (e.g., Starbucks, gift shop, cafeteria). • Parking Pilot: Work with parking operator to explore parking rates and flexible alternatives to encourage greater use of alternative transportation modes including flexible on-demand (daily) parking accounts. • Parking Pilot: Work with parking operator to explore a campus-wide flexible daily carpool program • Neighborhood Parking Pilot: Meet with employers to consult on designing solutions for employee & vendor parking policies that get employees out of SOVs and out of the neighborhood to restrict campus-based parking on neighborhood streets: <ul style="list-style-type: none"> ○ Pursue a parking policy that encourages employees away from neighborhood parking. ○ Consider a hotline to alert institution to violations. ○ Discuss a modified enhanced RPZ program with the neighborhood (additional zones and further limit current time zones at peak morning traffic periods). • Shuttle Pilot: Explore private park & shuttle operations by examining concentrated areas of employee zip codes • Residential Pilot: Partner with local apartment and condo building owners to explore partnership with employees who choose to live close to campus. • Disabled Parking Pilot: Consider valet service for off street parking for vehicles displaying a disabled parking placard |
| | <p>Vehicle Traffic and Safety (See Table 3.7-16 in Section 3.7)</p> | <ul style="list-style-type: none"> • Consideration of new traffic signals at 16th Avenue/E Cherry St and 14th Avenue/E Jefferson St • Signal timing changes • Protected left-turn phasing • Sidewalk bulbouts |
| | <p>Implementation and Monitoring</p> | <ul style="list-style-type: none"> • Create an Integrated Transportation Committee for the campus. The committee would include a Campus Transportation Coordinator and all employer transportation coordinators on campus. The |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|--------------------------------------|-----------------------------------|---|
| | | committee would meet regularly and be responsible for implementing the TMP. |
| | General Vehicular Access | <ul style="list-style-type: none"> • Access to parking should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels into the parking facilities. |
| | Loading | <ul style="list-style-type: none"> • Loading access points should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels for loading and service. Truck access and loading berths would need to be further reviewed as part of the MIMP projects process. This review should include: <ul style="list-style-type: none"> ○ Assess loading berth requirements and where possible consolidate facilities so that the number of berths campus wide is less than the code requirement. ○ Assess truck delivery routes between Swedish Cherry Hill and I-5 and along E Cherry Hill and E Jefferson Street to identify potential impacts to roadways along those routes. ○ Reduce the impact of truck movements on local streets and potential conflicts with pedestrians by consolidating loading facilities and managing delivery schedules. ○ Review of future projects would include an evaluation of means and methods to ensure relevant Seattle noise regulations are met. • A campus wide dock management plan should be developed to coordinate all deliveries to the loading berths along 15th, 16th, and 18th Avenues. This plan would provide protocols on scheduling and timing of deliveries to assist in minimizing on-street impacts of trucks waiting to access loading berths. |
| Public Services and Utilities | Construction | <p><u>Fire and Emergency Response:</u></p> <ul style="list-style-type: none"> • Swedish Cherry Hill will consult SFD to plan fire access routes to and on site, particularly during construction phases. <p><u>Police:</u></p> <ul style="list-style-type: none"> • The portions of the site that are under construction will be fenced and lit, as well as monitored by surveillance cameras to help prevent construction site theft and vandalism. <p><u>Utilities:</u></p> <ul style="list-style-type: none"> • Temporary erosion and sedimentation control measures will be constructed around all construction activities that could produce contaminated runoff and building demolition activities will all be conducted using approved methods to reduce any release of asbestos, lead containing paint or other contaminants to stormwater leaving the site. • Major development on the Swedish Cherry Hill campus would examine the impact of development on the public sewer infrastructure from the development site to where Seattle Public Utility's (SPU's) |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|-----------------------------------|--|
| | | <p>collection system connects to King County interceptors (approximately 3,300 linear feet downstream).</p> <p><u>Solid Waste</u></p> <ul style="list-style-type: none"> To the extent feasible impacts related to construction-generated solid waste could be reduced, by diverting construction-generated solid waste from landfills and sent to recycling or composting facilities via the South Transfer Station. Other means of reducing the solid waste generated by redevelopment of the campus include: onsite source separated recycling; potential reuse of demolition materials onsite, and salvage and reuse of building components. |
| | Operation | <p><u>Fire and Emergency Services:</u></p> <ul style="list-style-type: none"> Swedish Cherry Hill will consult SFD to plan fire access routes to and on site. Fire flow requirements and hydrant location/capacity will be reviewed with SFD to ensure adequate capacity. <p><u>Police:</u></p> <ul style="list-style-type: none"> Permanent site design features will be included to help reduce criminal activity and calls for service, including: orienting buildings towards sidewalks, streets and/or public open spaces; providing convenient public connections between buildings onsite and to the surrounding area; and, providing adequate lighting and visibility onsite, including pedestrian lighting. The Final MIMP will state that Swedish Cherry Hill will apply Crime Prevention through Environmental Design (CPTED) principles to the development of its open space and public amenities to enhance the safety and security of the areas. <p><u>Water, sewer and stormwater:</u></p> <ul style="list-style-type: none"> Major development on the Swedish Cherry Hill campus would examine the impact of development on the public sewer infrastructure from the development site to where SPU’s collection system connects to King County interceptors (approximately 3,300 linear feet downstream). In the event that a tunnel is constructed across 16th Avenue, public sewer and water mains that are impacted would be relocated to carry flows around the impacted area in other parallel street rights-of-way. Low impact development measures such as bio-retention cells or bio-retention planters will be utilized to reduce the demand on stormwater infrastructure. In addition to Low Impact Development measures, major development on the Swedish Cherry Hill campus would trigger the need for flow control and water quality measures as part of the storm drainage design requirements for the site. Required water quality measures would involve following the Seattle stormwater design guidelines and using the Best Management Practices (BMPs) for water |

Table 1-3 (Continued)
Summary of Potential Mitigation Measures

| Environmental Element | Construction and Operation Phases | Mitigation Measures |
|-----------------------|-----------------------------------|---|
| | | <p>quality that would work effectively on the site while meeting the necessary requirements. BMPs that would likely be used include bio-filtration tree wells, stormwater filter units or water quality vaults. There are also several other possible measures that could be used, but it will depend on site constraints and the amount of stormwater that needs to be treated.</p> <p><u>Solid waste:</u></p> <ul style="list-style-type: none"> • Continued implementation of waste reduction and recycling measures including informational website, efficient use of materials and supplies, food and yard waste composting, hazardous waste recycling, and general office recycling. |

**Table 1-4
Summary of Secondary and Cumulative Impacts**

| Element of the Environment | Secondary or Cumulative Impact |
|---|--|
| Air Quality | Cumulative impacts on air quality would be related to short-term increases in construction activity and to long-term increases in traffic and congestion. Cumulative construction impacts could occur from development under any of the three Build Alternatives. Minor secondary impacts on air quality could result from economic growth and changes in land uses induced by the redeveloped Swedish Cherry Hill campus. Any growth induced by the new MIMP would incrementally increase traffic volumes and associated traffic air pollutants. |
| Noise | Development under the new MIMP could result in minimal cumulative increases in environmental noise levels in the site vicinity, especially when added to noise levels from the adjacent Seattle University campus. Minor secondary impacts on noise levels could result from economic growth and changes in land uses induced by the redeveloped Swedish Cherry hill campus. |
| Land Use | The increase in staffing and patient levels at the hospital would contribute to secondary and cumulative land use changes, both directly and indirectly. There would be increased demands for customer service-type businesses in the nearby retail/commercial area to serve hospital staff, patients and visitors. There may be increased future demand for more intensive zoning along E Jefferson and E Cherry Streets to accommodate additional retail and commercial space. The overall impact is not anticipated to be significant when viewed in the context of existing and proposed future land uses. |
| Aesthetics/ Light, Glare and Shadows | Additional shadowing, while a direct impact, also contributes to cumulative loss of perceived open area. Under the Build Alternatives, additional sources of shadows would be added to the area as a result of new development and redevelopment, which, in some cases, would increase the development footprint on the campus. |
| Aesthetics/Height, Bulk & Scale | The height, bulk, and scale of new development at Swedish Cherry Hill would be visible from various locations in the neighborhood (see Viewpoints 1 and 10). The height, bulk, and scale would contribute to an overall increase in heights and density in the Squire Park neighborhood when combined with new development at Seattle University, new lowrise residential development to the east of the Cherry Hill campus, and new residential, commercial, and institutional development to the west. |
| Housing | If one of the Build Alternatives were selected, there would be a greater need for permanent housing within the City due to the increased employment on the Swedish Cherry Hill campus. Patient visitors and families may increase demand for hotel rooms in the area. It is possible that increases in employment associated with redevelopment of the campus could result in an increased demand for housing in the vicinity. It is likely that permanent housing demand would be dispersed throughout the region. Swedish is considering offering an incentive to employees to live in the neighborhood as a means of increasing the number of staff who could walk or bike to work instead of driving. Depending on the level of incentive and the number of staff involved, this could have a secondary effect of increasing the housing demand in the Squire Park neighborhood, and potentially increasing rental or sale prices. Redevelopment of the eastern portion of the campus (the half-block within the existing MIO |

**Table 1-4 (Continued)
Summary of Secondary and Cumulative Impacts**

| Element of the Environment | Secondary or Cumulative Impact |
|--------------------------------------|--|
| | between 18th and 19th Avenues between E Jefferson and E Cherry Streets) for hospital-related uses would permanently remove approximately 1.75 acres of land area from available supply ³ that could be redeveloped for residential uses in the future. |
| Historic Resources | The increase in staffing and patient levels at the hospital would contribute to secondary and cumulative changes to historic resources, both directly and indirectly. There would be increased demands for nearby retail/commercial and housing development to serve hospital staff, patients and visitors. There may be increased future demand to replace historic structures with other buildings to accommodate commercial and residential growth. Recent trends in economic development in the area indicate that growth in the vicinity could also contribute to the preservation of certain historic resources. |
| Transportation | Secondary and cumulative impacts on area roadways are included in the analysis of direct impacts. There is also a potential for cumulative impacts due to the combined effects of traffic being generated by build-out of the project and construction. This potential impact could be mitigated by scheduling construction activities such that arrival and departure of construction traffic occurs outside the peak hours. |
| Public Services and Utilities | The Build Alternatives in combination with population growth in the city of Seattle would increase the demand on public services and utilities; however, each of the identified public services and utilities has the capacity to accept an increase without adverse effects. |

³ The total square-footage of the underlying parcels is 76,401 square feet (SF). The underlying zoning (MIO-37-SF-5000) could accommodate from 10 to 15 single-family lots: 10 lots if the existing structures were to remain and the undeveloped area used as parking (50,801 SF) were developed; up to 13 lots if the total area were redeveloped for single-family housing.

**Table 1-5
Summary of Significant Unavoidable Adverse Impacts**

| Element of the Environment | Significant Unavoidable Adverse Impact |
|--|---|
| Air Quality | No significant unavoidable adverse impacts to air quality from the construction or operation of any of the three Build Alternatives (Alternatives 8, 11, or 12) are anticipated. |
| Noise | No significant unavoidable adverse noise impacts from the construction or operation of any of the three Build Alternatives (Alternatives 8, 9, or 10) are anticipated. |
| Land Use | No significant unavoidable adverse impacts to land use have been identified |
| Aesthetics/Height, Bulk & Scale | Under Alternatives 8, 11, and 12, development on the existing campus would intensify, resulting in greater height, bulk, and scale as compared to existing development on campus. The height, bulk, and scale of Alternative 8, and the bulk and scale of Alternative 11 and 12, adjacent to the single-family residential block between 18th and 19th Avenues (Viewpoints 5, 7, and 8) would be a significant unavoidable adverse impact. Alternatives 11 and 12 would have less of an impact than Alternative 8 due to the proposed lower heights and greater setbacks. Other significant unavoidable adverse impacts include: Viewpoints 3, 5, and 11, for Alternative 8. |
| Housing | No significant unavoidable adverse impacts are anticipated. |
| Historic Resources | With the mitigation measures proposed (see Summary in Table 1-3), no significant unavoidable impacts are anticipated. |
| Transportation | Alternatives 8, 11, or 12 would accommodate additional amounts of future development at the Swedish Cherry Hill campus, which would contribute to additional travel demand and congestion along arterial corridors including E Cherry and E Jefferson Streets. The additional development also would increase traffic accessing and circulating in the area. This added congestion would contribute to measurably poorer performance of the transportation network, in terms of increased delays along several of the corridors and at some specific intersections. The increase in traffic and pedestrian and bicycle activity due to development would result in more conflict points and increased hazards to safety. The increase in traffic volumes for Alternatives 8, 11, or 12, and the resultant impacts on traffic operations are considered significant unavoidable adverse impacts. |
| Public Services and Utilities | No significant unavoidable impacts are anticipated. |

Section 2 - Description of Alternatives

2.1 Proposed Action and Proponent's Objective

Swedish Medical Center has applied to the City for a Council Land Use Action to adopt a new MIMP for Swedish Cherry Hill. A rezone is required for the modifications to MIO height limits. The proposed MIMP would replace an expired MIMP that was adopted by the Seattle City Council by Ordinance 117238 on August 2, 1994. That MIMP expired in August of 2011 (after a 2-year extension).

Swedish has stated that:

...the objective of the Master Plan proposal is to provide flexibility as the medical center plans for the future while accommodating best medical practices and the needs of the neighborhood. The Swedish Cherry Hill campus is projected to need the following (Table C-1 of Draft Master Plan) new square footage over the next thirty (30) years.

Information provided by Swedish Cherry Hill indicates a need for 3.1 million gross SF (see Table 2-3 in subsection 2.6.2 below).

2.2 Background

In 1908, Dr. Nils Johanson, a surgeon and Swedish immigrant, convinced 10 of his fellow Swedish-Americans to buy \$1,000 bonds in order to open Swedish Hospital. Dr. Johanson's dream was to provide Seattle with a first-class nonprofit hospital. On June 1, 1910, nearly 2 years after the original incorporation, a lease was signed on a 2-story apartment house at 1733 Belmont Ave. The 24-bed facility began accepting patients just a few months later.

In 1912, the Swedish Board of Trustees acquired a nearby 40-bed private hospital that was nearing completion when the founder of that hospital (Dr. Edmund Rininger) died unexpectedly. That facility, located at Summit and Columbia, would become the cornerstone of Swedish Medical Center/First Hill.

Providence Seattle Medical Center, founded by the Sisters of Providence, joined the Swedish system in 2000. The Providence location is now called Swedish Medical Center/Cherry Hill. The Cherry Hill campus was formerly the hospital of the Sisters of Providence. In 2000, Swedish acquired the campus and changed its purpose from a general community medical center to a specialized regional medical center focused on cardiovascular and neuroscience services. In 2002, Swedish sold 40 percent of the campus, including most of the buildings that provide outpatient services and house physician offices to the Sabey Corporation (Sabey).

The Swedish Cherry Hill MIMP was adopted by the Seattle City Council by Ordinance 117238 on August 2, 1994, and expired in August of 2011. The total site area of the existing campus is 580,569 SF. The 1994 approved MIMP was project-based, and provided for 9 new buildings and a total of 682,500 gross SF of additional space. Four buildings totaling 434,002 gross SF have

been constructed. Table 2-1 lists the projects that were approved in the 1994 MIMP, and identifies which projects were constructed.

Prior to the adoption of the 1994 MIMP, there were 799 parking spaces on campus. The 1994 MIMP allowed for 926 additional parking spaces, for a total of 1,725 parking spaces. Of the 1994 allowed spaces, 612 were developed. There are currently 1,510 parking spaces.

**Table 2-1
Projects Approved in 1994 MIMP**

| Project Phase | Use | Area (Gross SF) | Height (feet) | Area Constructed (Gross SF) |
|--|---|--|--|--|
| I. Expand Parking Garage | | | | |
| I.A. Add 2-1/2 half levels to Existing Garage | Parking | 71,000 SF 204 spaces | 20' (65' max) | 0 SF |
| I.B. Expand Garage to the South | Parking | 118,000 SF 502 spaces | 65' | 150,556 SF 494 spaces |
| II. Relocation of Family Medical Clinic/Temporary Parking | Clinic/Parking | 10,000 SF 10 spaces | 30' | 35,000 SF |
| III. Relocate Boiler; MOB/Replace Providence Professional Building | Physical Plant Clinic/Office | 75,000 SF | 65' plus 15' mechanical penthouse | 0 SF |
| IV. Surgery, Entry, Radiology, Oncology Addition, Laboratory, Chapel Parking | D&T Entry Clinic Parking | 65,000 SF 63,000 SF 180 spaces | 20' | 43,669 SF 44,919 SF 118 spaces |
| V. New Patient Wing (includes Critical Care Expansion) | Beds | 133,000 SF | 90' plus 15' mechanical penthouse | 0 SF |
| VI. Skilled Nursing Central Utility Plant Learning Resource Center/Environmental Services | Nursing Physical Plant Education & Support Services | 60,000 SF | 45' | 159,858 SF |
| VII. Add 2 levels to East Wing (40 beds) | Beds | 36,000 SF | 30' plus 15' mechanical (105' max) | 0 SF |
| VIII. Providence Inn (40 rooms) Fitness Center with Parking Garage Below (30 cars) | Inn Gym | 30,000 SF 18,000 SF 30 spaces | 30' plus 10' mechanical penthouse 36' plus 10' mechanical penthouse | 0 SF 0 SF |
| IX. Day Care/Play Area | Day Care and Parking | 3,500 SF | 28' | 0 SF |
| TOTAL | | 682,500 Gross SF 926 spaces | | 434,002 Gross SF 612 spaces |

A Notice of Intent to prepare a new master plan was submitted by Swedish to the City DPD on November 11, 2011. Swedish began to work with the DON in the spring of 2012 to assist with the formation of a CAC. The formation and first meeting of the committee occurred on December 13, 2012.

A Concept Plan was submitted by Swedish to DPD on February 12, 2013, and a Preliminary Draft MIMP was submitted on November 7, 2013. In response to comments from the CAC, City departments, and the public, a revised Preliminary Draft MIMP was submitted to the City and the CAC for review on February 4, 2014. The Preliminary Draft MIMP was revised in response to comments from the City and the CAC. A DEIS analyzing the impacts of the proposal as described in the May 2014 Draft MIMP was issued on May 22, 2014. This FEIS analyzes the impacts of the proposal as described in the December 2014 Final MIMP (Alternative 12) and compares the potential impacts of the three Build Alternatives, Alternatives 8, 11 and 12.

The proposed MIMP and alternatives are meant to: (1) reflect the programmatic needs of Swedish Cherry Hill; and (2) to address comments provided by the community during CAC meetings, during EIS scoping (March to April 2013), the City's and CAC's comments on the November 2013, the February 2014 versions of the Preliminary Draft MIMP, the May 2014 Draft MIMP, and the September 2014 Preliminary Final MIMP. Those programmatic needs are described below.

2.3 Swedish Medical Center Mission

As provided by Swedish in their Concept Plan, the hospital's stated mission is:

For more than a century, Swedish has been at the forefront of technology and innovation, providing world-class healthcare to those who live and work in Seattle and the surrounding Puget Sound region.

Swedish was founded in 1910 by Dr. Nils Johanson, a surgeon and Swedish immigrant who brought together doctors and nurses who shared his passion for being on the leading edge of medical practice and patient care. Dr. Johanson's legacy of constant innovation and compassionate care continues today. Swedish is recognized nationally for the safety and quality of the care it delivers to more than 100,000 patients each year.

True to the intent of its founder, Swedish has been dedicated to being the best community partner possible. It does this by providing a wide range of community benefits, strategies and solutions that meet people's healthcare needs. That means covering the cost of medical care for those who can't pay, offering free health screenings, assisting patients with their rent in times of healthcare crisis, and supporting research projects that help to create valuable medical advances, both here at home and across the world. In 2012, Swedish's community benefits and uncompensated care, totaled more than \$140 million.

Today, Swedish continues as a non-profit healthcare System, and is now comprised of five hospitals, two ambulatory care centers, and over 108 medical clinics serving patients and communities across the Western Washington region.

The Cherry Hill campus was formerly the flagship hospital of the Sisters of Providence, with several of the buildings dating back to 1910. In the year 2000, Swedish acquired the campus and changed its purpose from a general community medical center to a specialized regional medical center focused on cardiovascular and neuroscience services. Now the home of the Swedish Heart and Vascular Institute and the Swedish Neurosciences Institute, these programs have grown into regional and national referral centers for patients seeking care for treatment of some of the most complex heart, vascular and neurological diseases. In 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physician offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements to build a world-class center for the research and treatment of cardiac and neurological diseases at Cherry Hill.

2.3.1 Current Campus Master Planning

Growth at the campus is constrained by the campus boundaries and the fact that there is no space on the campus to place a new building without demolishing an existing building that is still in use. In its Concept Plan, Swedish has stated the following drivers as their need for campus growth:

- **Healthcare Reform** – The Patient Protection and Affordable Care Act will likely result in an increased volume of patients to the campus starting in 2014 as over half a million previously uninsured residents of Washington state become insured through the expansion of Medicaid and the establishment of the Exchanges under the Act.
- **Technological & Patient Care Changes** – Innovations in healthcare techniques, such as the use of robots in surgery, require larger operating rooms. In addition, market demands, health care regulations, and building code requirements tend to require significantly larger patient rooms than in previous years. Consequently, future replacement of a patient tower would likely result in a larger footprint for the same number of beds.
- **Regional Growth** – The Puget Sound region in general has seen significant population growth in the last 20 years, a trend that is now increasing within Seattle’s city center. This growing local and regional population will place a greater demand on the services offered at Swedish Cherry Hill, imposing requirements for growth of campus services.
- **Population Aging** – The aging of the baby boom cohort will result in an increased need for specialty services of the type offered at the Swedish Cherry Hill campus, particularly cardiac and neurological care. Swedish is forecasting a need for growth and expansion based on the campus’ regional referral status in these specialty areas.
- **Cost Pressures** – Given all of these pressures, healthcare providers will be challenged to continue to provide quality care to the additional people seeking care at a cost that is affordable and sustainable. Swedish will be looking to reduce the cost of care through

efficiency and cutting out waste. Replacement and remodeling of older, inefficient buildings can be required to obtain these efficiency gains and to ensure the optimal use of resources. Swedish has stated a need to improve efficiencies around the management of supply costs, one of the highest costs of healthcare. The current campus configuration is inefficient.

- **Consolidation of Services** – In 2012 Swedish entered into an affiliation agreement with Providence Health Services to provide better, more affordable care to the residents of western Washington. Planning is underway to consolidate and coordinate services where appropriate in order to avoid the costly duplication of services. Swedish, with its advanced treatment facilities located in Downtown Seattle, is well positioned to become the Regional Referral Center for the Providence Health System.
- **Safety & Quality** – Over 10 years ago a movement started in the healthcare industry to focus on improvements in patient safety and quality care based on research. Studies of the physical environment show that safety and quality issues are impacted by facility strategies. Specifically, reductions in medical errors, reduced hospital acquired infections, and decreased staff stress and fatigue levels can be linked to facility design. Studies also show that facility design can promote patient healing, reduce the need for pain medications, and shorten the length of stay in the hospital. The development of new and replacement facilities at Swedish Cherry Hill will need to focus on this approach.
- **Outpatient Care Requirements** – Outpatient services and related long-term and post-acute services are increasingly important for the coordination of clinical care and Swedish Cherry Hill is currently limited in its ability to grow these types of services.
- **Research & Education** – Swedish’s vision calls for increasing the research and educational capabilities of the Swedish Cherry Hill campus and for collaboration with Seattle University around clinical education, particularly in nursing.
- **Required Facility Upgrades** – The current campus footprint has reached its capacity limiting Swedish’s ability to provide additional services to meet the growth needs. Swedish has stated that they will need to expand and replace inpatient beds in order to meet the needs of the population, improve efficiency, and maintain state of the art services for the region. Upgrading hospital facilities to meet seismic requirements is of special concern in the Seattle area as it sits on a significant fault line and may be at risk in the event of an earthquake. Capacity of the Central Utility Plant is also at its current limits. In the future; the upgrading, replacing, and expanding of the Central Utility Plant and utilities is needed as new square-footage is added to the campus. Sustainable building is a desirable aspect of any new building project. The growth of healthcare through sustainable practices is essential for the future of the campus.
- **Programmatic Needs** – Swedish Medical Center has established the Swedish Cherry Hill Campus as its location for its Cardiac & Vascular and Neuro specialties. The Swedish Neuroscience Institute (SNI) provides advanced, progressive treatment for a wide range of brain, spine, and central nervous system conditions. Swedish serves patients outside the area with TeleHealth access and conducts physician and surgeon education in noninvasive medical techniques using the broadcasting capabilities established on the

campus. A specially trained Inpatient Neurology Team provides a high level of care and compassion focused on improving outcomes and renewing hope.

Swedish has stated that they do not assume that all of these drivers will simultaneously dictate maximum growth at the Swedish Cherry Hill campus. But the aggregate effect of these drivers will be to require substantial increases in campus development over the next 2 decades. The Final MIMP describes one development alternative: Alternative 12 provides for an additional 1.55 million gross SF, for a total of 2.75 million gross SF of building area.

The focus of the Swedish Cherry Hill MIMP is to:

1. Anticipate future space needs based on the wide range of growth drivers noted earlier in the concept plan, various opportunities and growth of the primary core services and support services for the next 30 years.
2. Identify Buildings That:
 - Are positioned well for anticipated future needs
 - Will need to be re-purposed for future needs
 - Need to be replaced with new buildings for future needs
 - Are sites where future building is needed
3. Provide flexibility for good medical campus planning principles
 - Identifiable entries
 - Easy access to parking
 - Intuitive way-finding
 - Separation of flows (public & back-of-house)
 - Service Zoning (in-patient & out-patients)
 - Operational efficiency
 - Flexible Futures
 - Brand Consistency

2.4 Site and Site Vicinity

Swedish Medical Center/Cherry Hill is located in the Squire Park neighborhood between E Cherry and E Jefferson Streets. The western boundary of the campus is 15th Avenue. The eastern boundary is mid-block between 18th and 19th Avenues.

Uses in the area north, east, and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University's campus faces the western boundary of Swedish Medical Center across 15th Avenue (see Figure 2-1).

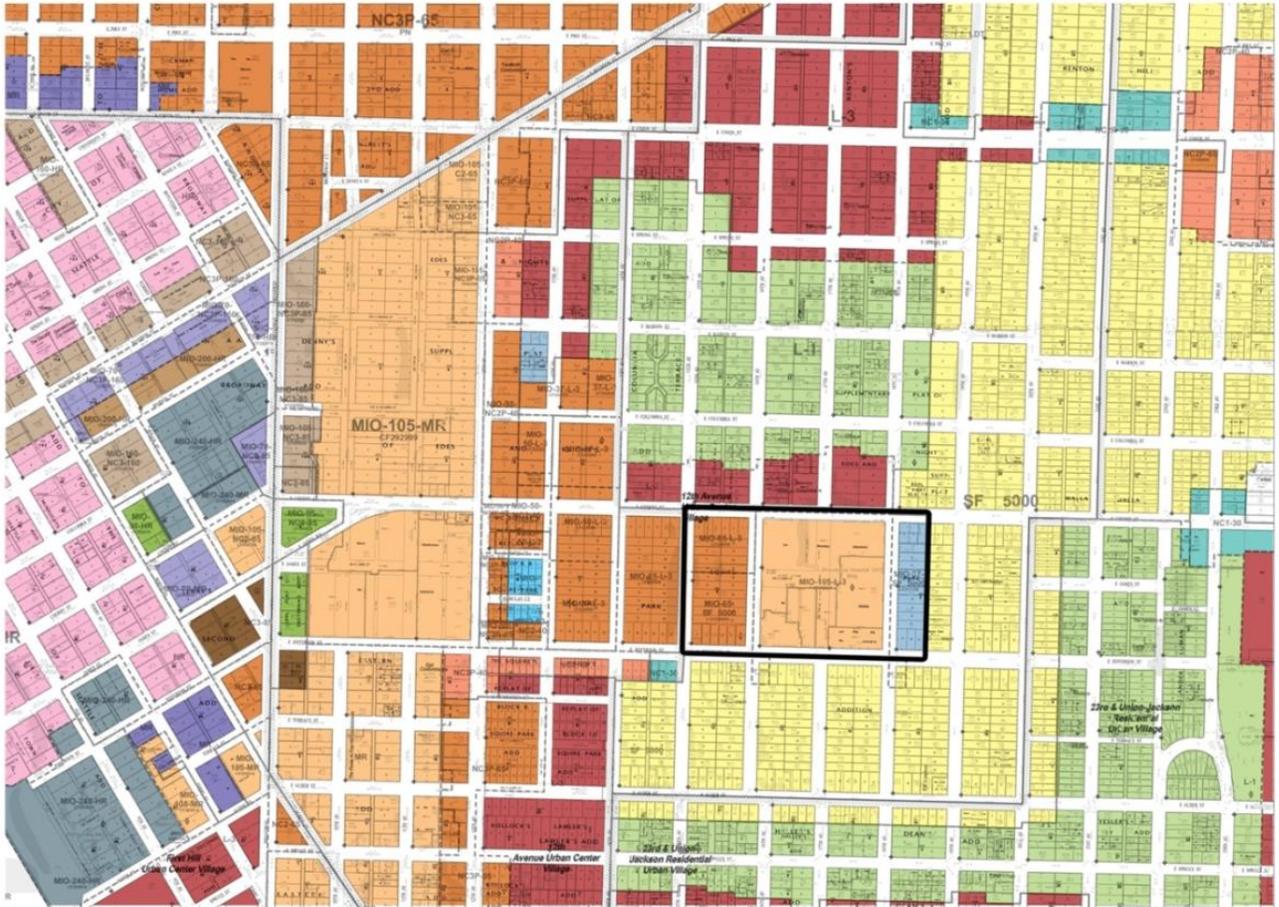


Figure 2-1
Site Vicinity

Land south across Jefferson Street is zoned for single-family (indicated in yellow on Figure 2-1) and contains some multi-family residential buildings and a small grocery store bordering on the south side of Jefferson Street. Land further to the south is occupied by single-family homes. The half-block to the east of the campus and the block continuing to the east contain single-family homes. Land further to the east contains a mix of single-family homes with newer lowrise multi-family buildings (located in LR1 zones indicated in light green on Figure 2-1) located along 21st and 22nd Avenues. The land immediately north of the Swedish Cherry Hill campus is zoned LR3 (indicated in red on Figure 2-1) and LR1, and contains a mix of multi-family residential and offices along E Cherry Street with multi-family structures to the north.

Garfield High School is located approximately 5 blocks to the east.

2.4.1 Existing Development

The existing campus buildings contain approximately 1.2 million gross SF. Some buildings date back to 1910 (see Figure 2-2 Existing Cherry Hill Campus).

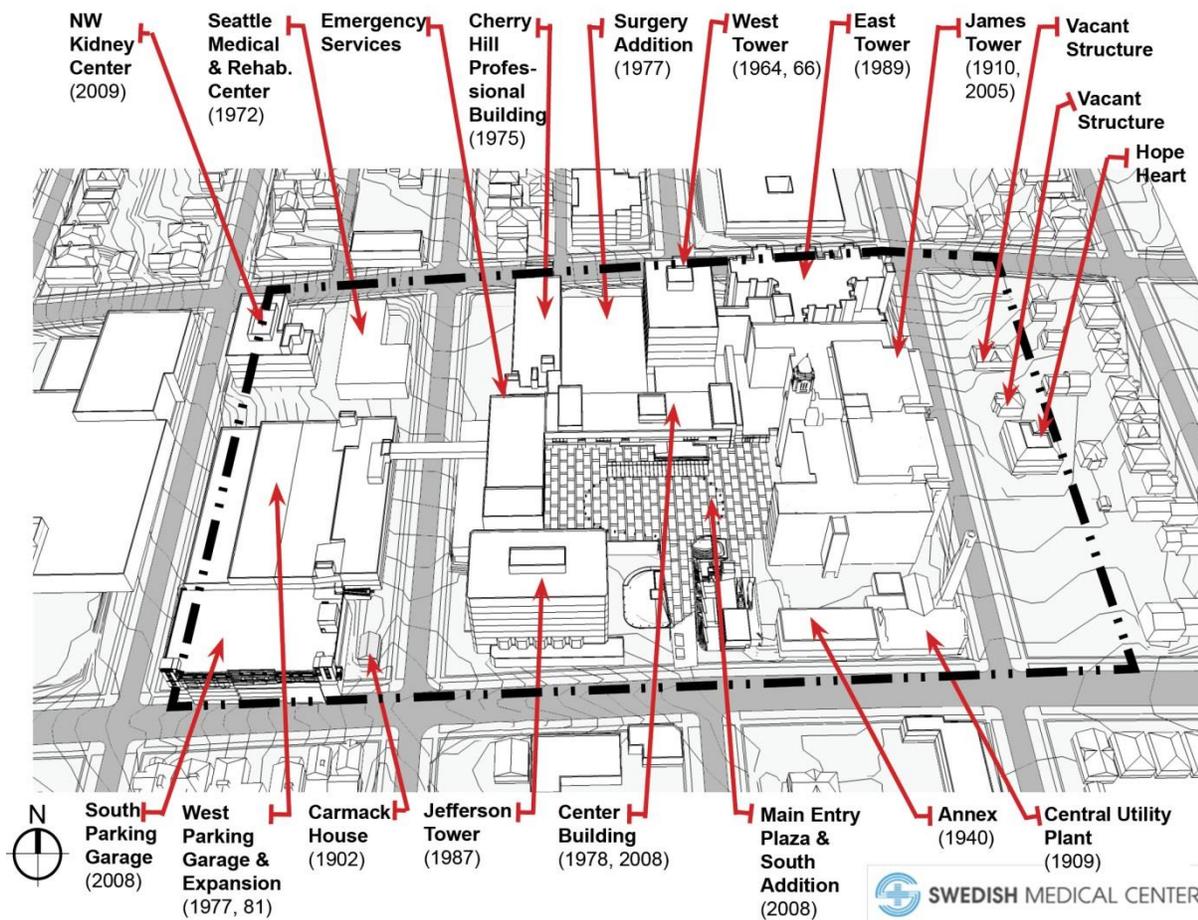


Figure 2-2

Existing Cherry Hill Campus

The James Tower, built in 1910, was one of the original Providence Hospital buildings. The building was renovated in 2005 into a medical office building and currently houses physician offices, and education and research facilities.

The West Tower, built in 1964 for in-patients, now houses out-patient hospital-related services, including physical and occupational therapy. The Cherry Hill Inn is also located in the West Tower, providing a low-cost housing option for patients undergoing surgery and treatment at Swedish Cherry Hill.

The Center Building was added in 1978. It was remodeled in 2008 as part of the Center Building Plaza project, and currently includes operating rooms, imaging services, and intensive care units (ICUs) for both the Neurological and Cardiac units.

The East Tower was opened in 1989 and, along with the ICU, is the only building on the campus where patient beds are located.

The Cherry Hill Professional Building (1975) and Jefferson Tower (1987) contain outpatient services including Advanced Imaging (MRI/CT), physician offices, ambulatory surgery and the Multiple Sclerosis (MS) Center.

A parking garage is located on the west side of campus, accessed from 15th Avenue. The garage was built in 1977 and expanded in 1981. An underground parking structure, added in 2008, is located beneath the front entrance off of E Jefferson Street.

2.5 City of Seattle Permitting

2.5.1 Zoning

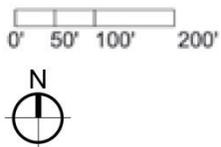
The underlying zoning for the Swedish Cherry Hill campus is SF-5000 and LR3. Both have a 30-foot height limit. The expired MIMP established a MIO that allows institutional uses and heights beyond the underlying single- and multi-family uses and height limits.

Swedish has modified their original proposals for expanding their MIO boundaries. The current proposal does not include any expansion of their MIO boundaries.

2.5.2 Major Institution Overlay (MIO) Designation

The existing MIO height limits are shown on Figure 2-3. The land to the north, south, and east is zoned for either single-family or multi-family, with 30-foot heights as shown on Figure 2-3. Land to the west contains a MIO for Seattle University with a 65-foot height limit. The Swedish Cherry Hill campus currently includes three MIO height districts: MIO-37, -65, and -105. The campus generally slopes downward both to the west and to the south. The existing setbacks vary, and range from 10 to 20 feet along the edges of the campus. The half-block on the east side of 18th Avenue contains a few older buildings that have been converted from residential to office, and some cleared lots used for parking.

Swedish has submitted an application for a new MIMP with new MIO heights. The MIMP approval process includes review and comment by a CAC, the Seattle DPD, DON and Department of Transportation (SDOT), a hearing before the City's Hearing Examiner, and then a vote by the Seattle City Council. If approved, the MIMP will include new MIO designating revisions to the existing heights.



Legend of Existing Heights

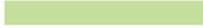
| | | | |
|----------|---|-------------------|---|
| MIO-240 |  | MIO-65 |  |
| MIO-200 |  | MIO-50 |  |
| MIO-160 |  | MIO-37 |  |
| MIO -105 |  | MIO Site Boundary |  |
| MIO-90 |  | | |

Figure 2-3
Existing Campus MIO Height Limits

2.6 Alternatives

In the Final MIMP, Swedish is proposing one building alternative, Alternative 12. For the purpose of analyzing potential impacts, this FEIS compares Alternative 12 with previously proposed Alternatives 8 and 11 and Alternative 1 – No Build. The four alternatives are summarized in Table 2-2 and described in Sections 2.6.1 through 2.6.4. The impacts of each alternative are analyzed in Section 3 of this DEIS.

The alternatives are:

- **Alternative 1 – No Build**
- **Alternative 8** – Addition of approximately 1.9 million gross SF; change in heights to MIO-50, -65, -105 and -240
- **Alternative 11** – Addition of approximately 1.55 million gross SF; change in heights to MIO-37, -50, -65, -105, and -160
- **Alternative 12** – Addition of approximately of approximately 1.55 million gross SF; change in heights to MIO-37, -50, 65, -105, and -160

**Table 2-2
Alternatives Proposed in the December 2014 Final MIMP
and Alternatives Analyzed in this FEIS**

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|---|---|---|---|---|
| Institution Boundary | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets |
| Institution Boundary Area | Existing 580,569 SF | 580,569 SF | 580,569 SF | 580,569 SF |
| Total building area within MIO | Approximately 1.2 million gross SF | Approximately 3.1 million gross SF | Approximately 2.75 million gross SF | Approximately 2.75 million gross SF |
| Existing and Proposed Floor Area Ratio (FAR) | 2.07 (expired MIMP approved an FAR of 2.3) | 5.34 | 4.74 | 4.74 |
| Leased Space outside MIO within 2,500 feet | Office space at 600 Broadway Building |

Table 2-2 (Continued)
 Alternatives Proposed in December 2014 Final MIMP
 and Alternatives Analyzed in this FEIS

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|--|--|---|---|
| Owned Space outside MIO within 2,500 feet | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus |
| Uses | Approximately 196-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care |
| Street Vacations | None | None | None | None |
| Skybridge | Existing single-level skybridge across 16th Avenue | Proposed double-level skybridge in similar location across 16th Avenue | Same as Alternative 8 | Same as Alternative 8 |
| Parking | 1,510 spaces | 2,310 (800 new) | 2,245 spaces (735 new) | 2,245 spaces (735 new) |
| Parking Location | Existing parking is primarily located on the western portion of campus, with an above-ground garage and a surface lot located west of 16th Avenue, and an underground garage located and small surface lots located east of 16th Avenue. There are surface parking lots located east of 18th Avenue. | Parking is proposed to be located under each new development with underground garages proposed for both sides of 18th Avenue, the block between 15th and 16th Avenues, and along the south side of Cherry east of 16th Avenue. | Same as Alternative 8 | Same as Alternative 8 |
| Access | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to above-ground parking from 16th Avenue; access to surface lots from 18th Avenue. | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new below-ground parking from 18th | Same as Alternative 8 | Same as Alternative 8 |

Table 2-2 (Continued)
 Alternatives Proposed in December 2014 Final MIMP
 and Alternatives Analyzed in this FEIS

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|---|--|--|---|
| | | Avenue. | | |
| Height Limit for MIO | | | | |
| Half-block on west side of 16th | MIO-65 | MIO-65 on north and south; MIO-240 in center | MIO-65 on north portion and south edge; MIO-160 in center (MIO-160 would be conditioned to 150'); MIO-105 between the MIO-150 and MIO-65 sections on the south | MIO-65 on north and south; MIO-160 in center (MIO-160 would be conditioned to 150') |
| Central Campus Block | MIO-105 | MIO-240 on the W portion; MIO-105 on the central courtyard; MIO-65 on the SE corner; N, NE, and SW portion would remain at MIO-105 | MIO-160 on the midwest portion; MIO-65 on the southeast corner; other areas (including the central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37' and conditioned height would connect to 18th Avenue | Same as Alternative 11 MIO-160 on the mid-W portion; MIO-65 on the southeast other areas (including central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37' and conditioned height would connect to 18th Avenue |
| Half-block on east side of 18th | MIO-37 | MIO-50 | MIO-37 on north, MIO-50 on north-center section; MIO-37 on center section (conditioned to 15'); MIO-37 on south section | MIO-37 on north, MIO-50 on north-center section (conditioned to 45'); MIO-37 on center section (conditioned to 15'); MIO-37 on south center; MIO-50 (conditioned to 45') in the next section to the south; MIO-37 on south edge |
| Designated Open Space | | | | |
| Designated Open Space Locations | Central Plaza and main hospital entrance off of | Small plaza on NW corner of campus | On the east block: along E Cherry St | On the east block: along E Cherry St and |

Table 2-2 (Continued)
 Alternatives Proposed in December 2014 Final MIMP
 and Alternatives Analyzed in this FEIS

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|--------------------------|--|---|--|
| | Jefferson Street | (SE corner of E Cherry St/15th Ave. Central Plaza and main hospital entrance off of Jefferson St | and a mid-block connection. On the central block: three pocket parks along E Cherry St; an expanded open space area surrounding the main entry plaza (Central Plaza) and landscaped courtyard between Annex and James Tower; and at corner of 16th Ave and E Jefferson St. On the west block: a landscaped setback along the north, east, and south edges of the block. | a mid-block open space facing 16th Avenue. On the central block: three pocket parks along E Cherry St; an expanded open space area surrounding the main entry plaza (Central Plaza) and landscaped courtyard between Annex and James Tower. On the west block: a landscaped setback along the north, east, and south edges of the block. |

2.6.1 Alternative 1 – No Build

Alternative 1 has been studied to compare potential impacts of the three Build Alternatives (Alternatives 8, 11, and Swedish’s proposal, Alternative 12). Alternative 1 considers potential traffic and transportation conditions in approximately 20 years (2035). Because the Swedish Cherry Hill MIMP has expired, Swedish would not be able to add square-footage or heights and the existing height limits or MIO of the campus would remain. Swedish could demolish and replace existing buildings but no increase in total developed area would occur.

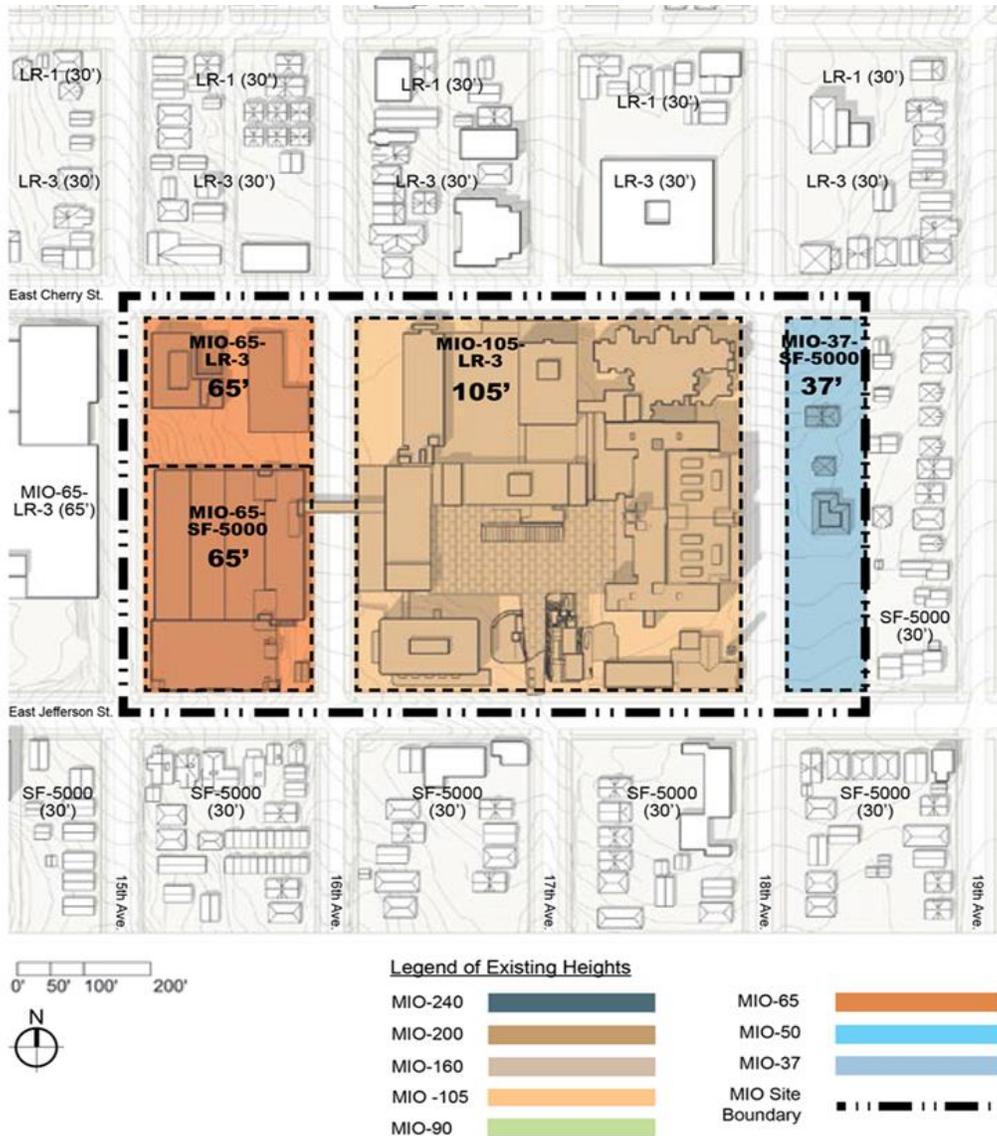


Figure 2-4
Alternative 1 - No Build

2.6.2 Design Elements Common to All Build Alternatives

All of the build alternatives (Alternatives 8, 11, and 12) would result in a similar program for Swedish Cherry Hill, and are intended to meet the proponent’s objective: approximately 385-bed hospital, clinic, research, clinical laboratory, education, hotel, long-term care, and office. The three alternatives differ in the amount of additional area. Alternative 8 would include an increase of approximately 1.9 million gross SF for a total of 3.1 million gross SF. Alternatives 11 and 12 would include an increase of approximately 1.55 million gross SF for a total of 2.75 million gross SF.

Swedish’s projected needs for the next 30 years are summarized on Table 2-3.

**Table 2-3
Summary of Swedish Cherry Hill Needs Projection**

| | 2012 Existing (Gross SF) | New (Gross SF) | 2040 Need (Gross SF) |
|--------------------------|--------------------------|------------------|----------------------|
| Hospital* | 541,300 | 808,700 | 1,350,000 |
| Clinical/Research | 427,000 | 823,000 | 1,250,000 |
| Education | 73,000 | 77,000 | 150,000 |
| Hotel | 12,500 | 67,500 | 80,000 |
| Long-Term Care | 43,000 | 177,000 | 220,000 |
| Other Support | 50,000 | 0 | 50,000 |
| TOTAL Gross SF | 1,146,800 | 1,953,200 | 3,100,000 |

*Hospital area includes medical retail space for the campus such as retail pharmacy.

2.6.3 Alternative 8 – Addition of 1.9 Million Gross SF

2.6.3.1 Proposed Changes to MIO Districts

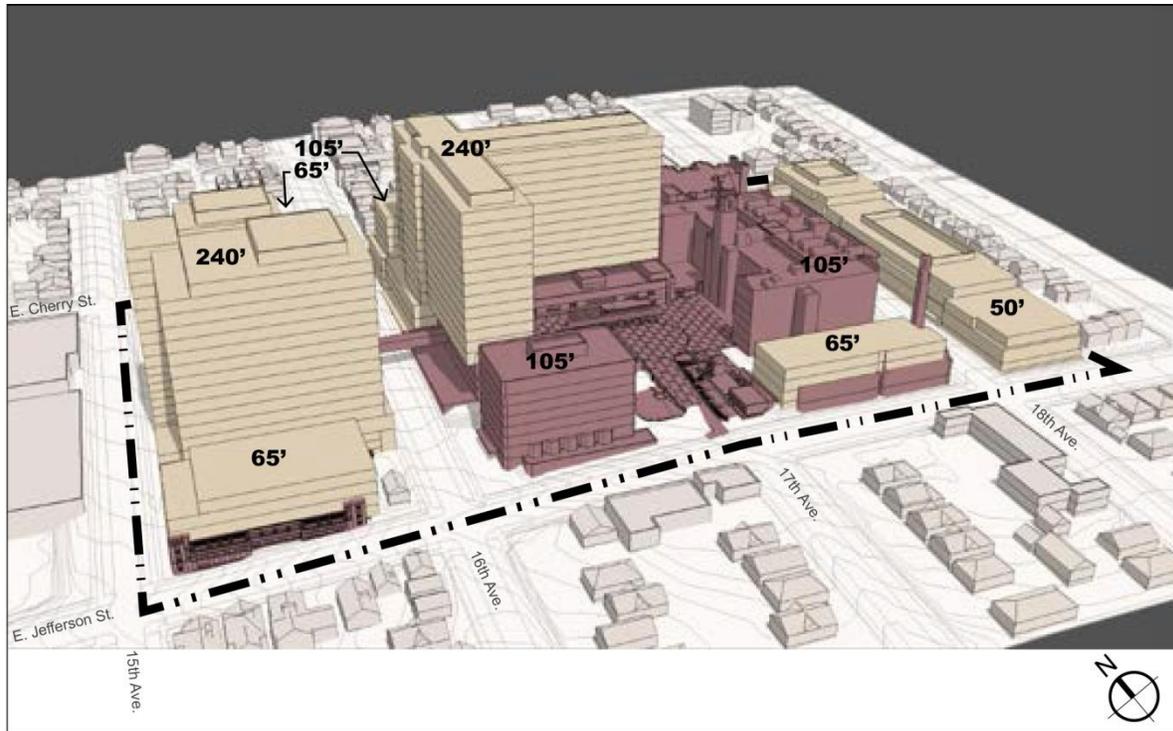
The following changes are proposed to the MIO districts for the campus under Alternative 8:

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-240. The north and south portions would remain at MIO-65.
2. In the central block of the campus, the western portion would be changed from MIO-105 to MIO-240; and the southeast corner would be changed from MIO-105 to MIO-65. The remainder of the central block would remain at MIO-105.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO would be changed from MIO-37 to MIO-50.

2.6.3.2 MIO Boundary

No boundary expansions are proposed.

See Figures 2-5 and 2-6 Alternative 8 - Addition of 1.9 Million Gross SF.



Legend of Planned Future Height, Bulk and Form

- Existing Height, Bulk and Form
- Planned Future Height, Bulk and Form

Figure 2-5

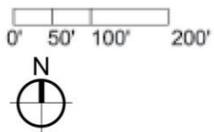
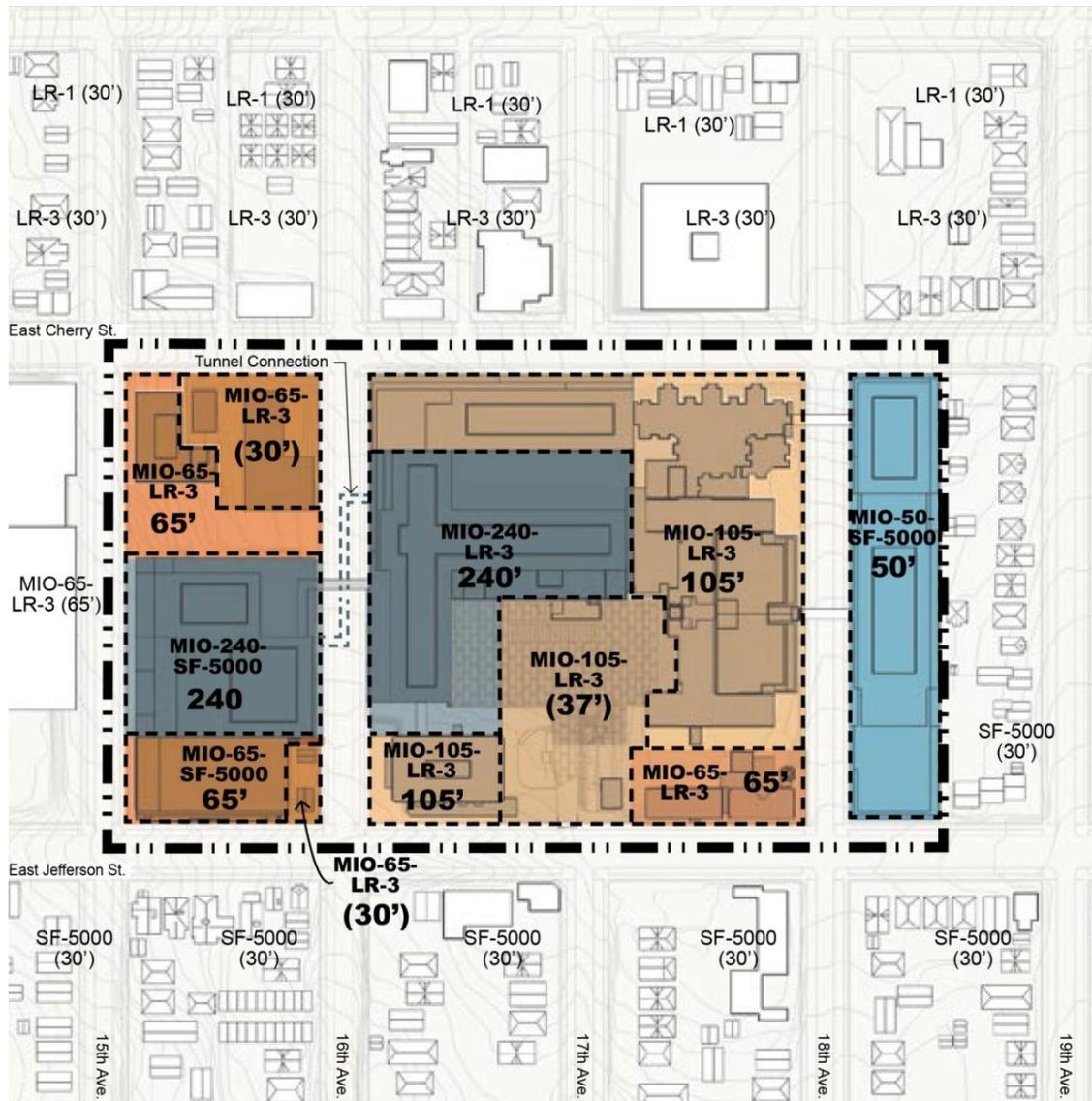
Alternative 8 - Addition of 1.9 Million Gross SF Future Height, Bulk and Form

2.6.3.3 Street Vacation

No street vacations are proposed.

2.6.3.4 Site Access

Access to the Central Plaza would remain off of E Jefferson Street, and access to parking would continue to be provided from 16th Avenue. With the potential for additional parking under new development on the east side of campus, there would be additional access provided to parking to replace existing access to surface lots.



Legend of Planned Future Heights

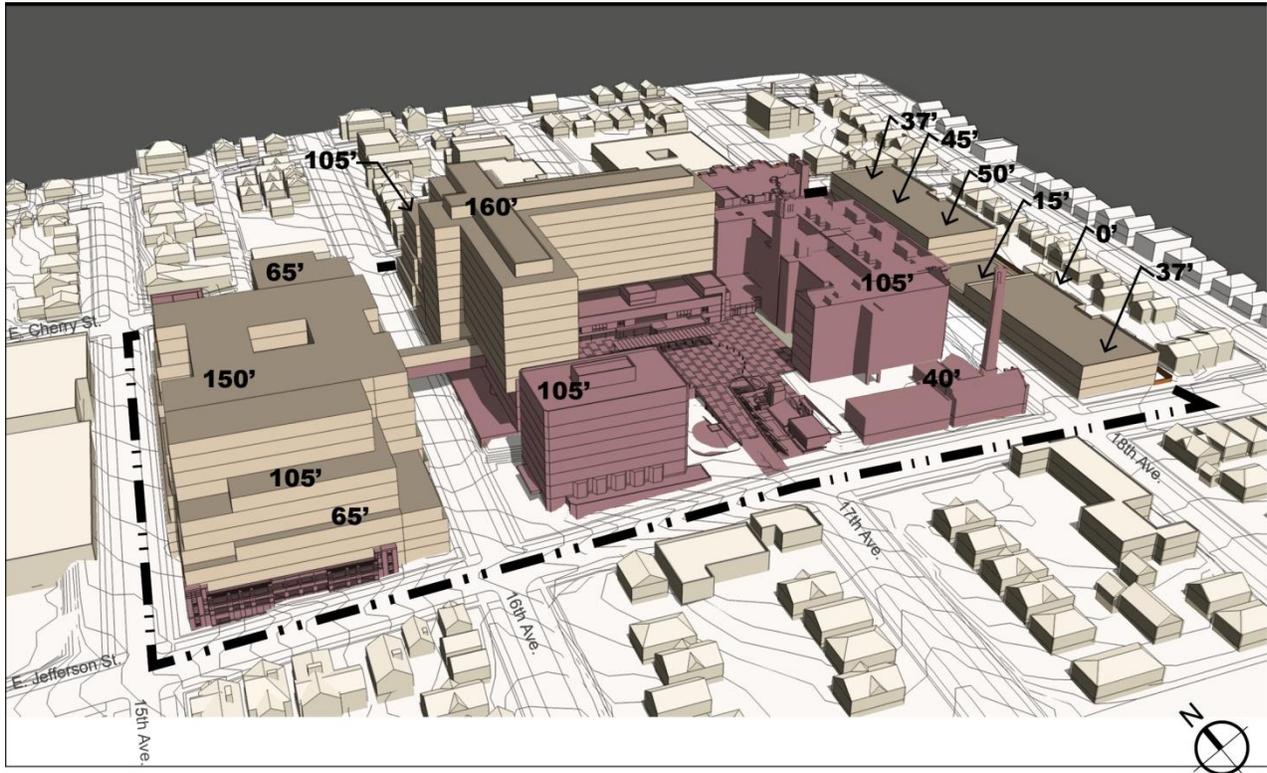
| | | | |
|---------|--|-------------------|--|
| MIO-240 | | MIO-65 | |
| MIO-200 | | MIO-50 | |
| MIO-160 | | MIO-37 | |
| MIO-105 | | LR-3 | |
| MIO-90 | | SF-5000 | |
| | | MIO Site Boundary | |

Figure 2-6

**Alternative 8 - Addition of 1.9 Million Gross SF
Proposed MIO Districts**

2.6.4 Alternative 11 - Addition of 1.55 Million Gross SF

See Figures 2-7 and 2-8 Alternative 11 - Addition of 1.55 Million Gross SF.



Legend of Planned Future Height, Bulk and Form

Existing Height, Bulk and Form to Remain



Planned Future Height, Bulk and Form



Figure 2-7

Alternative 11 - Addition of 1.55 Million Gross SF Future Height, Bulk and Form

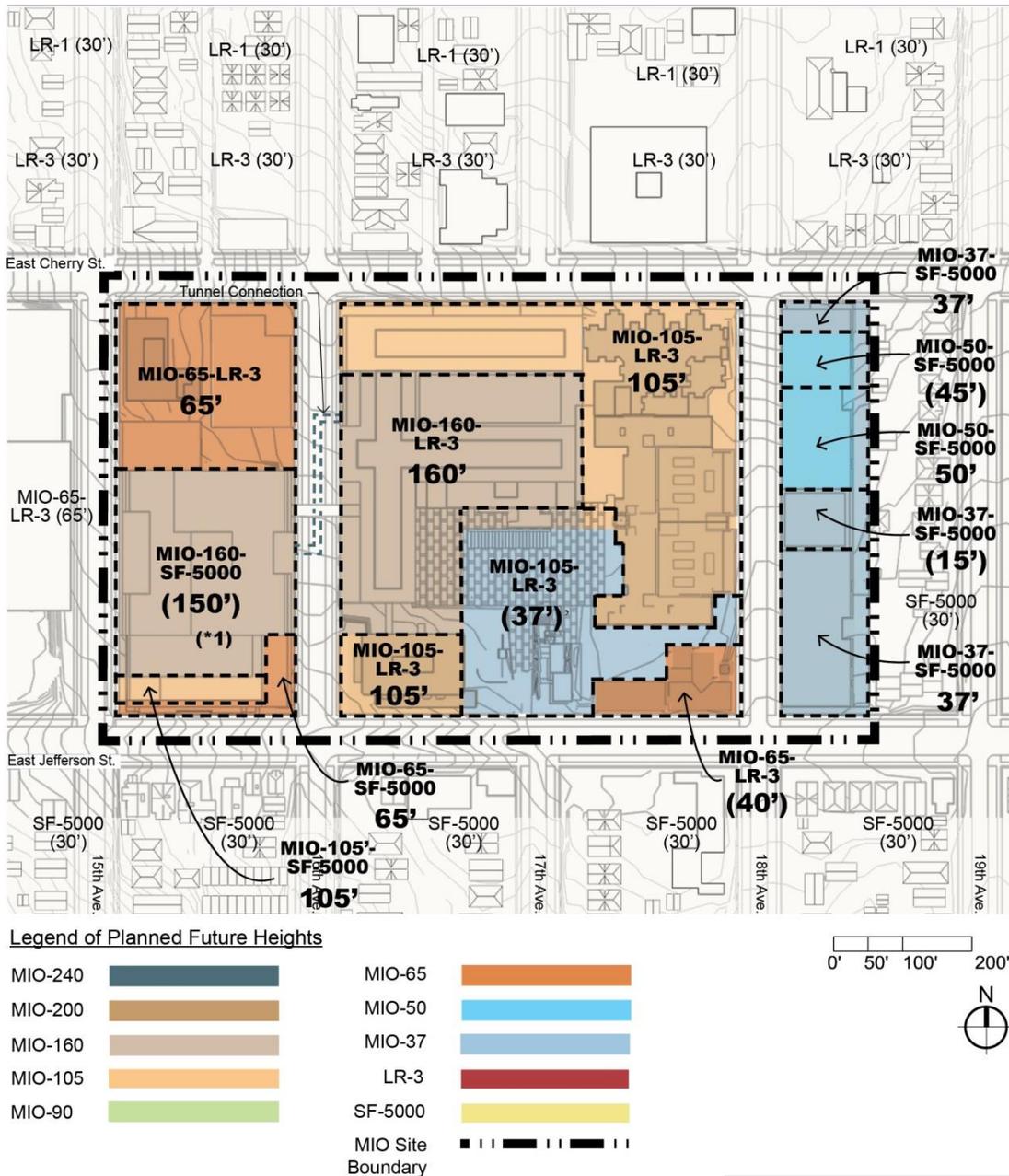


Figure 2-8
**Alternative 11 - Addition of 1.55 Million Gross SF
 Proposed MIO Districts**

2.6.4.1 Proposed Changes to MIO Districts

Swedish is proposing the following changes to the MIO districts for the campus under Alternative 11.

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned to a height of 150 feet). The north portion and south edge would remain at MIO-65. There would be a section of MIO-105 between the MIO-150 and MIO-65 sections on the south
2. In the central block of the campus, the western portion would be changed from MIO-105 to MIO-160, and the southeast corner would be changed from MIO-105 to MIO-65 (conditioned to 40 feet in height). The remainder of the central block would remain at MIO-105. The central plaza MIO-105 height would be conditioned down to 37 feet and that lower height would continue to the east to connect to 18th Avenue.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO would remain at MIO-37 for the south half of the block, with the height of the center portion conditioned down to 15 feet. The north half of the block would be changed from MIO-37 to MIO-50 except for the northern edge which would remain at MIO-37. The northern portion of the MIO-50 would be conditioned to a height of 50 feet. There would be a 25-foot setback from the eastern boundary.

2.6.4.2 MIO Boundary

No boundary expansions are proposed.

2.6.4.3 Street Vacation

No street vacations are proposed.

2.6.4.4 Skybridge

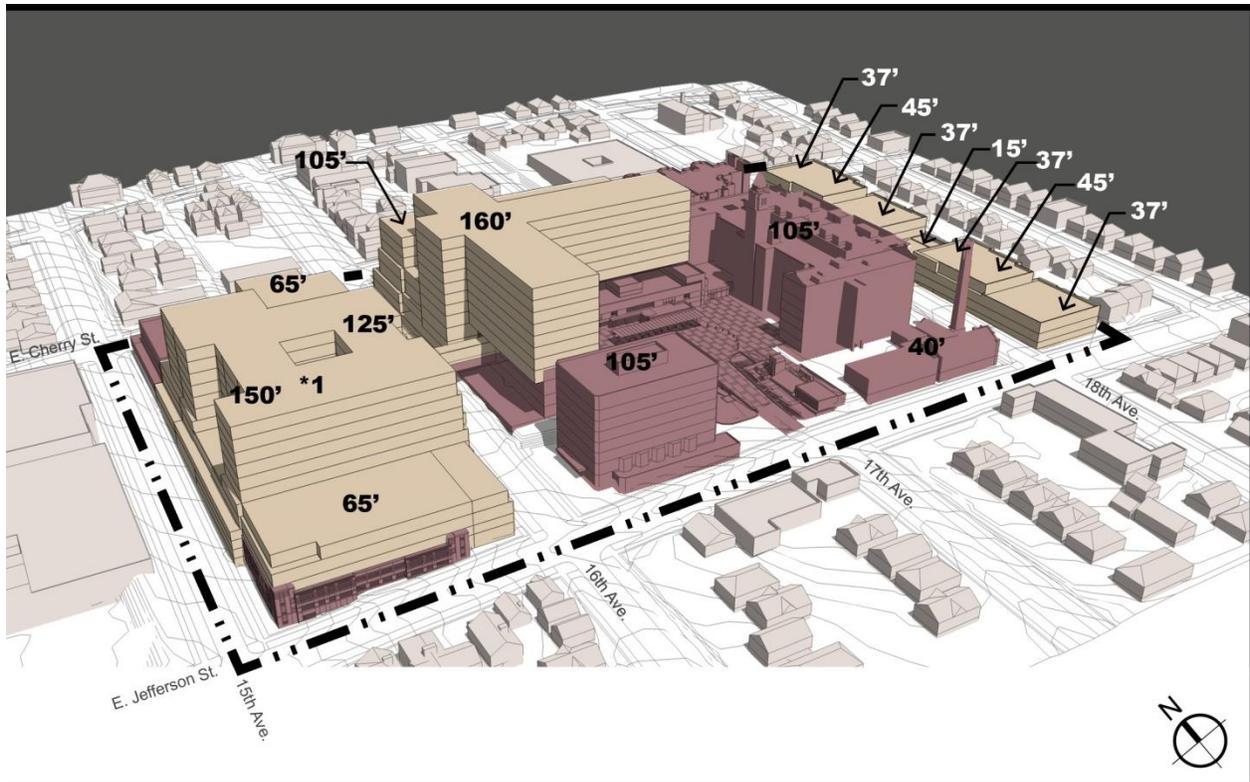
Swedish is proposing one, double-level skybridge as a replacement for the existing skybridge across 18th Avenue. The skybridge would be in approximately the same location as the existing skybridge.

2.6.4.5 Site Access

Access to the Central Plaza would remain off of E Jefferson Street, and access to parking would continue to be provided from 16th Avenue. With the potential for additional parking under new development on the east side of campus, there would be additional access provided to parking to replace existing access to surface lots.

2.6.1 Alternative 12 - Addition of 1.55 Million Gross SF

See Figures 2-9 and 2-10 Alternative 11 - Addition of 1.55 Million Gross SF.

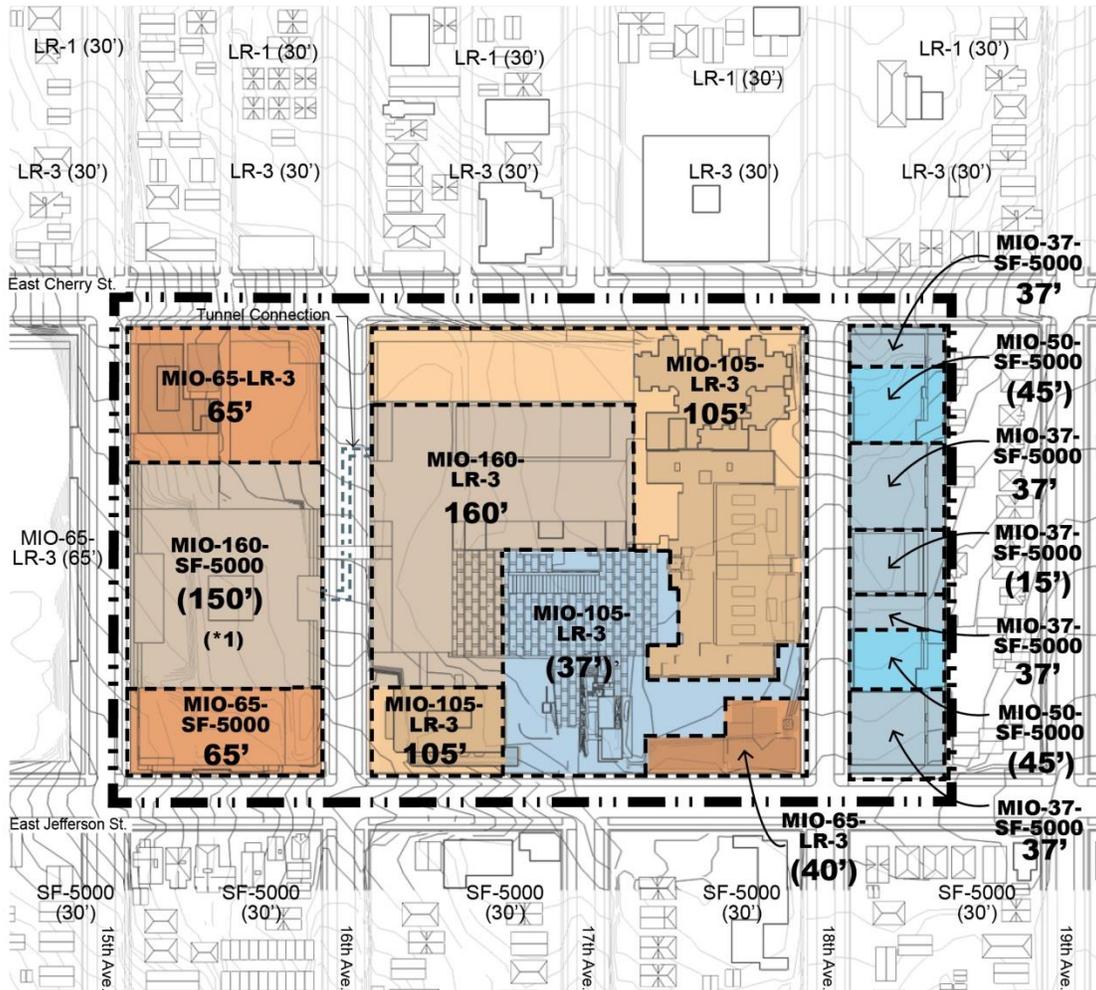


Legend of Planned Future Height, Bulk and Form

- Existing Height, Bulk and Form
- Planned Future Height, Bulk and Form

Figure 2-9

**Alternative 12 - Addition of 1.55 Million Gross SF
Future Height, Bulk and Form**



Legend of Planned Future Heights

| | | | |
|---------|--|-------------------|--|
| MIO-240 | | MIO-65 | |
| MIO-200 | | MIO-50 | |
| MIO-160 | | MIO-37 | |
| MIO-105 | | LR-3 | |
| MIO-90 | | SF-5000 | |
| | | MIO Site Boundary | |

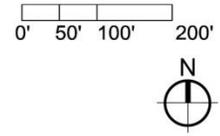


Figure 2-10
**Alternative 12 - Addition of 1.55 Million Gross SF
 Proposed MIO Districts**

2.6.1.1 Proposed Changes to MIO Districts

Swedish is proposing the following changes to the MIO districts for the campus under Alternative 12.

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned to a height of 150 feet). The north portion and south edge would remain at MIO-65.
2. In the central block of the campus, the western portion would be changed from MIO-105 to MIO-160, and the southeast corner would be changed from MIO-105 to MIO-65 (conditioned to 40 feet in height). The remainder of the central block would remain at MIO-105. The central plaza MIO-105 height would be conditioned down to 37 feet and that lower height would continue to the east to connect to 18th Avenue.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, two sections (one toward the north and one toward the south of center) would be changed to MIO-50 with both conditioned to a height of 45'. The MIO for the rest of the block would remain at MIO-37, with the height of the center portion conditioned down to 15 feet.

2.6.1.2 MIO Boundary

No boundary expansions are proposed.

2.6.1.3 Street Vacation

No street vacations are proposed.

2.6.1.4 Skybridge

Swedish is proposing one, double-level skybridge as a replacement for the existing skybridge across 18th Avenue. The skybridge would be in approximately the same location as the existing skybridge.

2.6.1.5 Site Access

Access to the Central Plaza would remain off of E Jefferson Street, and access to parking would continue to be provided from 16th Avenue. With the potential for additional parking under new development on the east side of campus, there would be additional access provided to parking to replace existing access to surface lots.

2.7 Construction Phasing

Swedish is proposing a MIMP for development over the next 30 years, or longer.

Construction phasing is described in Section C.8 of the Draft MIMP, and would be dependent upon the height limits approved by the City Council in the MIMP, and the need to create an “empty chair” (i.e., empty developable space) in which to develop new buildings without first having to demolish an existing building that is still in use. The Final MIMP describes four potential development phases (titled “A, B, C and D”), “The titles of A, B, C, and D are not intended to convey a particular order. Each project will be undertaken in response to demand and financial feasibility” (see Section C.8 of Final MIMP).

Phase A: The 18th Avenue half-block is the only “empty chair” to begin the process of replacing aging buildings and parking structures. The project, a medical office building (similar to the

James and Jefferson Towers), would allow clinical/administration uses to move out of the existing Cherry Hill Professional Building (CHPB) and West Tower. Also additional campus demands for clinical/research/education could be the balance of the project. Underground parking is an essential component of the phase to maintain the campus parking supply during future phases. Hours of operation will be similar to the hours of James and Jefferson Towers (not 24/7).

Phase B: The renovation and repurposing of the old Providence Annex on E Jefferson Street into a community amenity. Potential uses and improvements could include: improvement of access to E Jefferson Street and the metro bus stop, community meeting space, street-side small-scaled retail space for service retail (i.e., bicycle repair shop) or a food & beverage establishment.

Phase C: Would involve the new hospital replacement tower on the corner of 16th Avenue and E Cherry Street (to replace space occupied by the CHPB/West Tower and expand hospital need). Also under building parking would need to be included in this phase to help satisfy the parking supply needs. Scope and/or additional sub-phases of this project would depend on funding, timing of need and constructability issues.

Phase D: The demolition of the 1977/81 west parking garage and replaced with more structured parking, clinical/research/education space, and long-term care facilities. The size of each use would depend on the demand needs of the medical center. Scope and/or additional sub-phases of this project would depend on funding, timing of need and constructability issues.

Potential scheduling of the first project: 18th Avenue Medical Office Building/Under-building parking garage

- July 2015: Swedish Cherry Hill Campus MIMP approvals
- August 2015 – July 2016: Design and city permit approvals
- August 2016 – Fall 2017: Construction
- Fall 2017: Move in and begin operations

2.8 Alternatives Considered But Not Advanced

2.8.1 Alternatives included in Concept Plan (February 2013)

In its February 2013 Concept Plan, Swedish proposed two alternatives for further development of the campus, Alternative 2 – Increased Vertical Capacity, and Alternative 3 – Increased Vertical Capacity and Boundary Expansion. Both have been eliminated from further consideration based on comments from the CAC members, the City, and the public. Table 2-4 provides a summary of the features of those alternatives.

**Table 2-4
Alternatives Proposed in February 2013 Concept Plan**

| | Alternative 1 – No Build | Alternative 2 – Increased Vertical Capacity | Alternative 3 – Increased Vertical Capacity and Boundary Expansion |
|---|--|--|---|
| Institution Boundary | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets. | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets; plus site on NW corner of 16th Ave and E Cherry Street. | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets; plus three sites north of E Cherry Street (on NW corner of 16th Ave and E Cherry Street; two sites between 16th and 17th Aves); half-block on the west side of 19th Ave between E Cherry and E Jefferson Streets; and two sites south of E Jefferson St between 16th and 18th Avenues. |
| Institution Boundary Area | Existing 577,204 SF | 680,400 SF | 923,840 SF |
| Total building area within MIO | Approximately 1.2 million gross SF | Approximately 3 million gross SF | Approximately 3 million gross SF |
| Existing and Proposed Floor Area Ratio (FAR) | 2.08 (expired MIMP approved an FAR of 2.3) | 4.56 | 3.36 |
| Leased Space outside MIO within 2,500 feet | None | None | None |
| Owned Space outside MIO within 2,500 feet | Spencer Technologies Site (24,000 SF) | 0 SF (Spencer Technologies site incorporated into MIO) | 0 SF (Spencer Technologies site incorporated into MIO) |
| Uses | Approximately 196-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 365-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 365-bed hospital, clinic, clinical research, office, and clinical laboratory |
| Street Vacations | None | 16th and 18th Avenues between E Cherry and E Jefferson Streets | 16th and 18th Avenues between E Cherry and E Jefferson Streets |
| Parking | 1,560 spaces | 4,500 spaces (2,940 new) | 4,500 spaces (2,940 new) |
| Parking Location | Existing parking is primarily located on the western portion of campus, with an above-ground garage and a surface lot located west of 16th Avenue, and an underground garage | Under Alternative 2, parking was proposed to be located under each new development with underground garages proposed for both sides of 18th Avenue, the Spencer site, the block between 15th and 16th Avenues, and along the | Same as Alternative 2 |

Table 2-4 (continued)
 Alternatives Proposed in February 2013 Concept Plan

| | Alternative 1 – No Build | Alternative 2 – Increased Vertical Capacity | Alternative 3 – Increased Vertical Capacity and Boundary Expansion |
|--|--|--|--|
| | located and small surface lots located east of 16th Avenue. There are surface parking lots located east of 18th Avenue. | south side of Cherry east of 16th Avenue. | |
| Access | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to above-ground parking from 16th Avenue; access to surface lots from 18th Avenue. | Access to Central Plaza from East Jefferson Street; access to underground parking garage from East Jefferson Street; access to new below-ground parking from 16th Avenue; access to new below-ground parking from 18th Avenue. | Access to Central Plaza from East Jefferson Street; access to underground parking garage from East Jefferson Street; access to new below-ground parking from 16th Avenue; access to new below-ground parking from 18th Avenue. |
| Height Limit for MIO | | | |
| Half-block on west side of 16th | MIO-65 | MIO-90 on north and south; MIO-200 in center | MIO-65 on north and south; MIO-200 in center |
| Central Campus Block | MIO-105 | MIO-200 on the NW portion; MIO-105 on the NE portion; southern portion would remain at MIO-105 | MIO-160 on the NW portion; MIO-105 on the NE portion and SW portion; SE corner would be MIO-65 |
| Half-block on east side of 18th | MIO-37 | MIO-90 | MIO-90 |
| Spencer Technologies Site | LR3 with 30 to 35' height limit; LR1 with 25' height limit | MIO-65 | MIO-65 |
| Sites to the north of E Cherry Street between 16th and 17th Avenues | LR3 with 30 to 35' height limit; LR1 with 25' height limit | (not included in Alternative 2) | MIO-50 |
| Half-block on the west side of 19th Avenue between E cheery and Jefferson Streets | SF-5000 | (not included in Alternative 2) | MIO-37 |
| Portion of Block south of E Jefferson St between 16th and 17th Aves | SF-5000 | (not included in Alternative 2) | MIO-50 |

Table 2-4 (continued)
 Alternatives Proposed in February 2013 Concept Plan

| | Alternative 1 – No Build | Alternative 2 – Increased Vertical Capacity | Alternative 3 – Increased Vertical Capacity and Boundary Expansion |
|---|--------------------------|---|--|
| Portion of Block south of E Jefferson St between 17th and 18th Aves | SF-5000 | (not included in Alternative 2) | MIO-37 |

2.8.2 Alternative Included in November 2013 Preliminary Draft MIMP

In its November 2013 Preliminary Draft MIMP, Swedish proposed three alternatives for further development of the campus: Alternative 5 – Expansion to Spencer Technologies, Vacation of 16th Avenue; Alternative 6 – Expansion to Spencer Technologies, Vacation of 16th Avenue, Lower Heights on East and West; and Alternative 7 – Expansion to Spencer Technologies, No Street Vacations. All three have been eliminated from further consideration based on comments from the CAC members, the City, and the public. Table 2-5 provides a summary of the features of those alternatives.

Table 2-5
 Alternatives Proposed in the November 2013 Preliminary Draft MIMP

| | Alternative 1 – No Build | Alternative 5 – Expansion to Spencer Technologies; Vacation of 16th Avenue | Alternative 6 – Expansion to Spencer Technologies; Vacation of 16th Avenue; Lower Heights on East and West | Alternative 7 – Expansion to Spencer Technologies; No Street Vacations |
|---|---|---|---|---|
| Institution Boundary | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets; plus site on NW corner of 16th Ave and E Cherry Street | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets; plus site on NW corner of 16th Ave and E Cherry Street | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets; plus site on NW corner of 16th Ave and E Cherry Street |
| Institution Boundary Area | Existing 577,204 SF | 640,800 SF | 640,800 SF | 601,200 SF |
| Total building area within MIO | Approximately 1.2 million gross SF | Approximately 3.1 million gross SF | Approximately 3.1 million gross SF | Approximately 3.1 million gross SF |
| Existing and Proposed Floor Area Ratio (FAR) | 2.08 (expired MIMP approved an FAR of 2.3) | 4.84 | 4.84 | 5.16 |
| Leased Space outside MIO | None | None | None | None |

Table 2-5 (continued)
 Alternatives Proposed in November 2013 Preliminary Draft MIMP

| | Alternative 1 – No Build | Alternative 5 – Expansion to Spencer Technologies; Vacation of 16th Avenue | Alternative 6 – Expansion to Spencer Technologies; Vacation of 16th Avenue; Lower Heights on East and West | Alternative 7 – Expansion to Spencer Technologies; No Street Vacations |
|--|--|--|--|--|
| within 2,500 feet | | | | |
| Owned Space outside MIO within 2,500 feet | Spencer Technologies Site (24,000 SF) | 0 SF (Spencer Technologies site incorporated into MIO) | 0 SF (Spencer Technologies site incorporated into MIO) | 0 SF (Spencer Technologies site incorporated into MIO) |
| Uses | Approximately 196-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 385-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 385-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 385-bed hospital, clinic, clinical research, office, and clinical laboratory |
| Street Vacations | None | 16th Avenue between E Cherry and E Jefferson Streets | 16th Avenue between E Cherry and E Jefferson Streets | None |
| Parking | 1,560 spaces | 4,500 spaces (2,940 new) | 4,500 spaces (2,940 new) | 4,500 spaces (2,940 new) |
| Parking Location | Existing parking is primarily located on the western portion of campus, with an above- ground garage and a surface lot located west of 16th Avenue, and an underground garage located and small surface lots located east of 16th Avenue. There are surface parking lots located east of 18th Avenue. | Parking is proposed to be located under each new development with underground garages proposed for both sides of 18th Avenue, the Spencer site, the block between 15th and 16th Avenues, and along the south side of Cherry east of 16th Avenue. | Same as Alternative 5 | Same as Alternative 5 |
| Access | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new |

Table 2-5 (continued)
 Alternatives Proposed in November 2013 Preliminary Draft MIMP

| | Alternative 1 – No Build | Alternative 5 – Expansion to Spencer Technologies; Vacation of 16th Avenue | Alternative 6 – Expansion to Spencer Technologies; Vacation of 16th Avenue; Lower Heights on East and West | Alternative 7 – Expansion to Spencer Technologies; No Street Vacations |
|--|---|--|---|--|
| | above-ground parking from 16th Avenue; access to surface lots from 18th Avenue. | below-ground parking from 18th Avenue. | below-ground parking from 18th Avenue. | below-ground parking from 18th Avenue. |
| Height Limit for MIO | | | | |
| Half-block on west side of 16th | MIO-65 | MIO-65 on north and south; MIO-200 in center | MIO-65 on north and south; MIO-240 in center | MIO-65 on north and south; MIO-240 in center |
| Central Campus Block | MIO-105 | MIO-200 on the NW portion; MIO-160 on the NE portion; southern portion would remain at MIO-105 | MIO-200 on the NW portion; MIO-160 on the NE portion; southern portion would remain at MIO-105 | MIO-200 on the NW portion; MIO-160 on the NE portion; southern portion would remain at MIO-105 |
| Half-block on east side of 18th | MIO-37 | MIO-65 | MIO-50 | MIO-65 |
| Spencer Technologies Site | LR3 with 30 to 35' height limit; LR1 with 25' height limit | MIO-105 | MIO-50 | MIO-65 |

2.8.3 Alternative Included in May 2014 Draft MIMP

In its May 2014 Draft MIMP, Swedish proposed three alternatives for further development of the campus: Alternative 8 – Addition of approximately 1.9 million gross SF; changes in heights to MIO-50, -65, -105 and -240; Alternative 9 – Addition of approximately 1.55 million gross SF; change in heights to MIO-50, -65, -105, -160, and -200; and Alternative 10 - Addition of approximately 1.55 million gross SF; change in heights to MIO-37, -50, -65, -105, -160, and -200.

Alternative 9 and 10 have been eliminated from further consideration based on comments from the CAC members, the City, and the public; and Alternative 10 has been modified. Table 2-6 provides a summary of the features of those alternatives analyzed in the May 2014 Draft MIMP and DEIS.

**Table 2-6
Alternatives Proposed in the May 2014 Draft MIMP**

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 9 – Addition of 1.55 Million Gross SF | Alternative 10 – Addition of 1.55 Million Gross SF |
|---|--|--|---|---|
| Institution Boundary | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets |
| Institution Boundary Area | Existing 580,569 SF | 580,569 SF | 580,569 SF | 580,569 SF |
| Total building area within MIO | Approximately 1.2 million gross SF | Approximately 3.1 million gross SF | Approximately 2.75 million gross SF | Approximately 2.75 million gross SF |
| Existing and Proposed Floor Area Ratio (FAR) | 2.07 (expired MIMP approved an FAR of 2.3) | 5.34 | 4.74 | 4.74 |
| Leased Space outside MIO within 2,500 feet | Office space at 600 Broadway Building | Office space at 600 Broadway Building | Office space at 600 Broadway Building | Office space at 600 Broadway Building |
| Owned Space outside MIO within 2,500 feet | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus |
| Uses | Approximately 196-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care |
| Street Vacations | None | None | None | None |
| Parking | 1,510 spaces | 2,310 (800 new) | 2,245 spaces (735 new) | 2,245 spaces (735 new) |
| Parking Location | Existing parking is primarily located on the western portion of campus, with an above-ground garage and a surface lot located west of 16th Avenue, and an underground garage located and small surface lots located east of 16th Avenue. There are surface parking lots located east of 18th Avenue. | Parking is proposed to be located under each new development with underground garages proposed for both sides of 18th Avenue, the block between 15th and 16th Avenues, and along the south side of Cherry east of 16th Avenue. | Same as Alternative 8 | Same as Alternative 8 |

Table 2-6 (Continued)
 Alternatives Proposed in the May 2014 Draft MIMP

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 9 – Addition of 1.55 Million Gross SF | Alternative 10 – Addition of 1.55 Million Gross SF |
|--|--|--|---|--|
| Access | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to above-ground parking from 16th Avenue; access to surface lots from 18th Avenue. | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new below-ground parking from 18th Avenue. | Same as Alternative 8 | Same as Alternative 8 |
| Height Limit for MIO | | | | |
| Half-block on west side of 16th | MIO-65 | MIO-65 on north and south; MIO-240 in center | MIO-65 on north and south; MIO-200 in center | Same as Alternative 9 – MIO-65 on north and south; MIO-200 in center |
| Central Campus Block | MIO-105 | MIO-240 on the W portion; MIO-105 on the central courtyard; MIO-65 on the SE corner; N, NE, and SW portion would remain at MIO-105 | MIO-160 on the W portion; MIO-105 on the central courtyard; other areas would remain at MIO-105 | Same as Alternative 9 - MIO-160 on the W portion; MIO-105 on the central courtyard; other areas would remain at MIO-105 |
| Half-block on east side of 18th | MIO-37 | MIO-50 | MIO-50 | MIO-37 on north, MIO-50 on north-center section; MIO-37 on center section; MIO-50 on south center section; MIO-37 on south |
| Designated Open Space | | | | |
| Designated Open Space Locations | Central Plaza and main hospital entrance off of Jefferson Street | Main entry plaza (Central Plaza) and landscaped courtyard between Annex and James Tower; pocket park(s) along Cherry Street | Same as Alternative 8 | Same as Alternative 8, plus designated open space in center of building to be developed on east side of 18th Avenue |

2.8.4 Alternative Included in September 2014 Preliminary Final MIMP

In its September 2014 Preliminary Final MIMP, Swedish proposed three alternatives for further development of the campus: Alternative 8 – Addition of approximately 1.9 million gross SF; changes in heights to MIO-50, -65, -105 and -240; Alternative 10 - Addition of approximately 1.55 million gross SF; change in heights to MIO-37, -50, -65, -105, -160, and -200; and Alternative 11 – Addition of approximately 1.55 million gross SF; changes in heights to MIO-37, -50, -65, -106, and -160.

In its Final MIMP, Swedish has proposed a new Alternative, Alternative 12. Swedish is no longer considering Alternatives 8, 10, or 11.

Table 2-7 provides a summary of the features of those alternatives analyzed in the September 2014 Preliminary Final MIMP. For the purpose of comparison of potential impacts, this FEIS evaluates the No Build Alternative (Alternative 1), Alternatives 8 and 11, and Swedish’s proposal, Alternative 12.

**Table 2-7
Alternatives Proposed in the September 2014 Preliminary Final MIMP**

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 10 – Addition of 1.55 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF |
|---|---|---|---|---|
| Institution Boundary | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Ave and half-block east of 18th Ave between E Cherry and E Jefferson Streets |
| Institution Boundary Area | Existing 580,569 SF | 580,569 SF | 580,569 SF | 580,569 SF |
| Total building area within MIO | Approximately 1.2 million gross SF | Approximately 3.1 million gross SF | Approximately 2.75 million gross SF | Approximately 2.75 million gross SF |
| Existing and Proposed Floor Area Ratio (FAR) | 2.07 (expired MIMP approved an FAR of 2.3) | 5.34 | 4.74 | 4.74 |
| Leased Space outside MIO within 2,500 feet | Office space at 600 Broadway Building |
| Owned Space outside MIO within 2,500 feet | Swedish-owned First Hill Campus |
| Uses | Approximately 196-bed hospital, clinic, clinical research, | Approximately 385-bed hospital, clinic, clinical research, | Approximately 385-bed hospital, clinic, clinical research, | Approximately 385-bed hospital, clinic, clinical research, |

Table 2-7 (Continued)
Alternatives Proposed in the September 2014 Preliminary Final MIMP

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 10 – Addition of 1.55 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF |
|-------------------------|--|--|---|---|
| | office, and clinical laboratory | office, clinical laboratory, hotel, and long-term care | office, clinical laboratory, hotel, and long-term care | office, clinical laboratory, hotel, and long-term care |
| Street Vacations | None | None | None | None |
| Skybridges | Existing single-level skybridge across 16th Avenue | Proposed double-level skybridge in similar location across 16th Avenue | Same as Alternative 8 | Same as Alternative 8 |
| Parking | 1,510 spaces | 2,310 (800 new) | 2,245 spaces (735 new) | 2,245 spaces (735 new) |
| Parking Location | Existing parking is primarily located on the western portion of campus, with an above-ground garage and a surface lot located west of 16th Avenue, and an underground garage located and small surface lots located east of 16th Avenue. There are surface parking lots located east of 18th Avenue. | Parking is proposed to be located under each new development with underground garages proposed for both sides of 18th Avenue, the block between 15th and 16th Avenues, and along the south side of Cherry east of 16th Avenue. | Same as Alternative 8 | Same as Alternative 8 |
| Access | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to above-ground parking from 16th Avenue; access to surface lots from 18th Avenue. | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new below-ground parking from 18th Avenue. | Same as Alternative 8 | Same as Alternative 8 |

Table 2-7 (Continued)
 Alternatives Proposed in the September 2014 Preliminary Final MIMP

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 10 – Addition of 1.55 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF |
|--|---|--|--|---|
| Height Limit for MIO | | | | |
| Half-block on west side of 16th | MIO-65 | MIO-65 on north and south; MIO-240 in center | MIO-65 on north and south; MIO-200 in center | MIO-65 on north portion and south edge; MIO-150 in center; MIO-105 between the MIO-150 and MIO-65 sections on the south |
| Central Campus Block | MIO-105 | MIO-240 on the W portion; MIO-105 on the central courtyard; MIO-65 on the SE corner; N, NE, and SW portion would remain at MIO-105 | MIO-160 on the mid-W portion; MIO-65 on the southeast corner; other areas (including the central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37' | Similar to Alternative 10 MIO-160 on the mid-W portion; MIO-65 on the southeast corner in a different configuration than Alternative 10; other areas (including central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37' and conditioned height would continue to connect to 18th Avenue |
| Half-block on east side of 18th | MIO-37 | MIO-50 | MIO-37 on north, MIO-50 on north-center section; MIO-37 on center section (conditioned to 15'); MIO-50 on south center section; MIO-37 on south | MIO-37 on north, MIO-50 on north-center section (a portion conditioned to 45'); MIO-37 on center section (conditioned to 15'); MIO-37 on south center and south sections; MIO-37 for 25-foot setback along east boundary, conditioned to 0' |
| Designated Open Space | | | | |
| Designated Open Space Locations | Central Plaza and main hospital entrance off of | Small plaza on NW corner of campus (SE corner of E | Small plaza on NW corner of campus (SE corner of E Cherry | On the east block: along E Cherry St and a mid-block |

Table 2-7 (Continued)
 Alternatives Proposed in the September 2014 Preliminary Final MIMP

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 10 – Addition of 1.55 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF |
|--|--------------------------|--|---|---|
| | Jefferson Street | Cherry St/15th Ave. Central Plaza and main hospital entrance off of Jefferson St | St/15th Ave; Central Plaza and main hospital entrance off of Jefferson Street, small landscaped area between Annex and James Tower; pocket park(s) along Cherry Street. | connection. On the central block: three pocket parks along E Cherry St; an expanded open space area surrounding the main entry plaza (Central Plaza) and landscaped courtyard between Annex and James Tower; and at corner of 16th Ave and E Jefferson St. On the west block: a landscaped setback along the north, east, and south edges of the block. |

2.9 Benefits and Disadvantages of Delaying Project Implementation

The benefits of deferring action on the proposal would include:

- Delaying construction impacts (the primary benefit); however, the phased nature of the development proposal would postpone some of the construction impacts until later phases of the development.
- Allowing more certainty regarding potential changes to surrounding transportation and traffic patterns caused by the new Seattle First Hill Street Car.

The disadvantages of deferring action of the proposal would be:

- Deferral would preclude or delay the addition of approximately 170 hospital beds.
- Deferring action would limit the ability of Swedish Health and Services to address its stated medical needs of the community.

Section 3 - Environmental Analysis

3.1 Air Quality and Climate Change

This section describes the air quality conditions on the Swedish Cherry Hill campus and in the site vicinity. Potential impacts to air quality from redevelopment under the EIS alternatives are assessed. Greenhouse gas (GHG) emissions are also estimated.

3.1.1 Introduction

Air pollutants associated with development projects in the Puget Sound area primarily are related to vehicular emissions. The air pollutants potentially include particulate matter, air toxics, diesel exhaust, carbon monoxide (CO), ozone, and GHGs.

In urban areas of the Puget Sound, motor vehicles are the largest source of air emissions. Over the last 2 decades, many pollutant levels have declined, and air quality has generally improved. Elevated fine particle levels are the most important air quality challenge in the Puget Sound. Ozone levels also remain a concern in the region. Air toxics have been present at levels that pose adverse health effects (PSCAA 2012).

Air quality in the project area is regulated by the U.S. Environmental Protection Agency (EPA), Washington State Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA). Under the Clean Air Act, the EPA has established the national ambient air quality standards (NAAQS). The NAAQS are designed to protect public health with an adequate margin of safety. The PSCAA is primarily responsible for monitoring and regulating air quality in the Seattle area.

The EPA has designated most regions as attainment, maintenance, or nonattainment areas in regard to air quality standards. Nonattainment areas are geographic regions where air pollutant concentrations for a specific pollutant have persistently exceeded the NAAQS, while attainment areas have had measured concentrations below standards. Maintenance areas are regions that were previously in nonattainment but have since attained compliance. The Seattle area is currently in attainment for all EPA-regulated air pollutants, and has maintenance plans in place for CO, ozone, and particulate matter (PSCAA 2012).

3.1.2 Affected Environment

Typical sources of air pollution within the Swedish Cherry Hill project area include vehicular traffic, medical offices and facilities, educational institutions, a variety of commercial businesses, and residential wood-burning fireplaces and stoves. Residential wood burning produces a variety of air contaminants, including relatively large quantities of fine particulate matter. The major concern with regard to air pollution from vehicular traffic is CO. CO is the pollutant that is emitted in the largest quantity for which ambient air standards exist.

Other pollutants generated by traffic include the ozone precursors: hydrocarbons and nitrogen oxides. In addition, sulfur oxides and nitrogen dioxide are emitted by motor vehicles, although concentrations of these pollutants are usually low, except for near large industrial facilities.

Ecology and the PSCAA maintain a network of monitoring stations in the Puget Sound region. Based on monitoring information collected over a period of years, the Swedish Cherry Hill project study area is in an ozone air quality “maintenance” area, suggesting that the air quality is generally good. This is a nonattainment area that has been found to be in attainment of the standard, but which is still subject to special air quality reviews until the standard has been maintained for at least 10 years. Under current air quality plans and policies, a “maintenance” area designation has no direct implications on the alternatives.

3.1.2.1 Existing Air Quality

Particulate Matter

Particulate matter includes fine particles less than 2.5 micrometers in size (PM_{2.5}) and particles less than 10 micrometers in size (PM₁₀). Motor vehicle exhaust emissions are generally in the PM_{2.5} size range, while fugitive dust is generally in the PM₁₀ size range. Fine particles (PM_{2.5}) are more harmful than dust and PM₁₀, because they can be inhaled deeply into the lungs. Fine particles have a greater impact than coarse particles at locations far from the emitting source, because they remain suspended in the atmosphere longer and travel farther.

Particulate emissions have decreased over the past 15 years, and the Puget Sound area is in attainment with federal air quality standards. PM_{2.5} is still one of the major air pollution concerns affecting the Puget Sound area, and PM_{2.5} levels do not meet the PSCAA’s more stringent health goal (PSCAA 2012). PM₁₀ is no longer a major concern in the Puget Sound area, and the PSCAA ceased all PM₁₀ monitoring in 2006. Fine particulate matter levels in the Puget Sound area are often higher in the winter months because of stagnant air inversions and wood burning in fireplaces and wood stoves.

Air Toxics and Diesel Exhaust

Air toxics are broadly defined as over 400 pollutants potentially harmful to human health and the environment. Many air toxics are a component of either particulate matter or volatile organic compounds (VOCs) (a precursor to ozone). Although air toxics concentrations have declined since 2003 in the Puget Sound area, the health risks remain substantial. Recent studies show people living near ports and roadways have higher exposures and health risks (PSCAA 2013a).

In the Puget Sound area, diesel particulate matter (DPM) accounts for most of the potential cancer risk from all air toxics. This pollution comes from diesel-fueled trucks, cars, buses, construction equipment, rail, marine, and port activities. PSCAA has three main strategies to reduce particulate matter: 1) enhanced enforcement of burn bans; 2) required removal of older, more polluting uncertified wood stoves; and 3) implementation of strategies to reduce fine particle emissions from cars, trucks, ships, and industry.

Carbon Monoxide (CO)

CO is an odorless, colorless gas that reduces the oxygen-carrying capability of blood. The majority of CO comes from vehicle exhaust, and the highest levels typically occur in winter at busy traffic intersections. In spite of substantial increases in vehicle travel, automobile emissions of CO have been reduced in urban areas of Puget Sound as the result of federal emission standards for new vehicles and the Washington State vehicle inspection and maintenance (I&M) program.

There have been no measured violations of the CO ambient air quality standard within Washington State for many years. CO levels are well below federal standards and are no longer considered a pollutant of concern in the Puget Sound area. This region was designated as “attainment” status in 1996 and has not exceeded the CO standard since 1990.

There are no monitoring stations measuring CO near the project vicinity; the closest station is located on Beacon Hill and is representative of typical urban CO levels. Based on measured data in the greater Puget Sound, Swedish Cherry Hill is located in an area considered in attainment for CO. Based on monitoring data, emissions inventory projections, and continued improvements in vehicle technology, it is highly unlikely that measured CO levels will exceed the EPA standard in the future (PSCAA 2013a). The maximum 8-hour CO concentration in 2010 in the Puget Sound area was 1.1 parts per million (ppm), which was well below the EPA standard of 9 ppm (PSCAA 2012).

Ozone

Ozone is a major component of smog. Harmful ozone near the earth's surface results from a reaction of sunlight with nitrogen oxides (NO_x) and VOCs, which are known as ozone precursors. Ground-level ozone is primarily a product of regional vehicular traffic and industrial sources. Ozone is a summertime air pollution problem in the Puget Sound area, and the period of concern is May through September. The highest concentrations of ozone are measured in the communities downwind of these large urban areas. The Puget Sound area has not exceeded the EPA ozone standard since 1992, and was designated as attainment status for ozone in 1996 (PSCAA 2013). Ozone remains a pollutant of concern in the Puget Sound area, because the EPA might tighten the federal ozone standard. If the ozone standard were lowered, then it is likely that portions of the Puget Sound area would be determined to be in violation of the new standard.

Greenhouse Gases

The major GHGs are ozone, carbon dioxide (CO₂), methane, NO_x, and hydrofluorocarbons. The major source of GHGs in the Puget Sound region is transportation, which includes cars, trucks, buses, aircraft, construction equipment, recreational vehicles, boats and ferries. GHGs contribute to climate change in the Pacific Northwest. The PSCAA does not monitor GHG levels in the ambient air in the Seattle area.

Seattle GHG emissions are produced from three main sources: transportation (62 percent), buildings (21 percent), and industry (17 percent). Transportation GHG emissions are the largest

source and remain Seattle's biggest challenge. The City of Seattle's Climate Action Plan includes the goal of being carbon neutral. The Climate Action Plan includes a wide range of GHG-reduction strategies. The Environment Element of the Seattle Comprehensive Plan sets a goal to "Reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and become carbon neutral by 2050" (Goal EG7). The Comprehensive Plan sets out three means of reducing GHG emissions: (1) Transportation; a reduction in vehicle miles traveled for passenger cars, and a reduction in GHG emissions per mile for passenger cars and freight; (2) Energy Use: a reduction in energy use for both residential and commercial buildings; and (3) Waste: an increased diversion rate from solid waste landfills and a reduction in methane emissions commitment per ton of waste disposed.

The City of Seattle Office of Sustainability and Environment (OSE) conducts a community inventory of GHG emissions every 3 years, and the most recent available inventory is from 2008. The community inventory measures the entire City's GHGs emissions. The OSE's community GHG inventory is the primary method of gauging progress toward Seattle's near-term and long-term goals of reducing climate pollution (City of Seattle 2008).

In recognition of the impacts from GHG emissions, on December 3, 2007, the Seattle City Council adopted Ordinance 122574 which requires City departments that perform environmental review under the State Environmental Policy Act to evaluate GHG emissions when reviewing permit applications for development. DPD requires the submittal of a Greenhouse Gas Emissions Worksheet (currently Version 1.7 dated December 26, 2007) as part of State environmental Policy Act (SEPA) review. The SEPA Greenhouse Gas Emissions Worksheet estimates all GHG emissions that will be created over the lifespan of a project. This includes emissions associated with obtaining construction materials, fuel used during construction, energy consumed during a buildings operation, and transportation by building occupants.

3.1.3 Impacts

Construction impacts are discussed in Section 3.9 of this FEIS. The following is a discussion of the impacts of operation.

3.1.3.1 Alternative 1 – No Build

Air Pollutants

Backup emergency source of power is supplied by diesel generators. These generators run for approximately 45 minutes per month for testing and maintenance as an average of 48 hours per month for outages.

Long-term sources of air pollutants in the Swedish Cherry Hill area are primarily from vehicular traffic. Increased traffic volumes at Swedish Cherry Hill would not occur under the No Build Alternative. Vehicular emissions of air pollutants in the area would continue from background traffic. Background traffic would continue to grow, which would proportionately increase

vehicular emissions. Any increase in vehicular emissions under No Build would likely be offset by emission reductions from future improvements in vehicle technology.

Greenhouse Gas Emissions

As noted above, DPD requires the submission of a Greenhouse Gas Emissions Worksheet (Version 1.7 December 26, 2007) to provide an estimate of potential GHG emissions from development projects as part of SEPA review. That potential is expressed as equivalent CO₂ emissions, or MTCO₂e (Metric Tons of equivalent carbon dioxide). Using the worksheet, total emissions are estimated at 2,25,416 MTCO₂e for the No Build Alternative. These figures represent an estimate of GHG emissions created over the lifespan of the project, including those associated with manufacturing construction materials, fuel used during construction, energy consumed during facility operation, and transportation by employees. The GHG worksheet uses a standard project lifespan of 62.5 years. GHG emission worksheets for both the existing campus and Proposed Alternatives are included in Appendix A. At this point, the MIMP proposal is a non-project-specific proposal; Swedish has proposed a total area, and areas by category of use (e.g., hospital, clinic, or research). No buildings have been designed, no construction materials identified, so it is not possible to refine the GHG emission estimates beyond those categories and formulas already included in the worksheet. If the MIMP is approved, it is anticipated that with each subsequent MUP application there will be an accompanying SEPA review and project-specific GHG emission worksheet which will allow the refinement of overall GHG emission estimates.

3.1.3.2 Alternatives 8, 11, and 12

Air Pollutants

The air quality review for operational traffic considered the issue of potential CO emissions near congested intersections as well as from various parking structures that would be developed as part of the proposed plan. The location of parking garages and the allocation of future numbers of parking spaces has not been completed. GHG worksheets will be completed for specific projects as they are designed and submitted to DPD for review with future MUP applications.

As shown in Table 3.1-1, model-calculated CO concentrations near the intersection of 6th Avenue and James Street with traffic related to the Yesler Terrace Redevelopment Project were less than the levels allowed by the 1-hour and 8-hour ambient air quality standards for CO (35 ppm and 9 ppm, respectively), for both the near-term and the future analysis scenarios.

Because the projected volumes and delays at the intersection of 6th Avenue at James Street with Swedish Cherry Hill project traffic are lower than those assumed for the Yesler Terrace project, worst-case CO concentrations would be less than those predicted for the James Street intersection.

**Table 3.1-1
Summary Traffic Conditions at Worst-Case Intersection**

| Intersection | 2010 PM Peak-Hour | | 2030 PM Peak-Hour | |
|--|-----------------------------|-------------------|------------------------------|-------------------|
| | Volume | Per Vehicle Delay | Volume | Per Vehicle Delay |
| 6th Avenue at James Street (Yesler Terrace Project) | 3,660 | 83 seconds | 4,215 | 136 seconds |
| | Cumulative delay = 84 hours | | Cumulative delay = 159 hours | |
| Modeled-Calculated 1-hour CO Concentrations | 8.0 ppm | | 7.8 ppm | |
| 8-hour CO | 6.8 ppm | | 6.7 ppm | |
| Swedish Cherry Hill | 2023 PM Peak-Hour | | 2040 PM Peak-Hour | |
| 6th Avenue at James Street (Swedish Cherry Hill MIMP) | 3,636 | 40 seconds | 3,896 | 49 seconds |
| | Cumulative delay = 40 hours | | Cumulative delay = 53 hours | |

Source: Swedish Cherry Hill Traffic Data, Transpo Group, 2014; Yesler Terrace Redevelopment Project EIS, 2010

Operation of an expanded hospital campus itself would not be a point source of air pollutants except perhaps for the use of diesel generators for backup emergency power supply, and that use would be minimal. Operational impacts under the Build Alternatives (Alternatives 8, 11, or 12) would be attributable primarily to vehicular traffic from patients, staff, ambulances and delivery vehicles. Vehicular traffic would primarily emit CO, precursors of ozone, particulate matter, and GHGs. Highest emissions would likely occur during a weekday peak-hour with additional traffic from patients and staff arriving at the hospital. The MIMP would include a TMP designed to reduce volumes and congestion, and to encourage transit use, which would reduce traffic emissions of air pollutants (see Section 3.7 Transportation and Appendix C).

The Build Alternatives would affect local emissions of CO from traffic in the immediate vicinity, particularly at congested traffic signals along Broadway Avenue. CO levels measured in Seattle have been well below the health-based EPA standards, and it is highly unlikely that measured CO levels would exceed the federal standard in the future (PSCAA 2013). While additional development at the Swedish Cherry Hill campus would increase local emissions of CO at area intersections, CO levels are anticipated to be below the EPA air quality standards. Future CO levels in the Cherry Hill neighborhood are anticipated decrease because of continued improvements in vehicle technology.

Additional traffic could also affect regional emissions of the precursors of ozone (volatile organic compounds [VOC] and NO_x). Ozone is a summertime air pollution problem in the Puget Sound area, and the period of concern is May through September (PSCAA 2013). Additional traffic would increase ozone during the period of May through September; however, the Build Alternatives would not likely contribute to ozone concentrations that would exceed EPA air quality standards.

Diesel-powered vehicles are a source of fine particles, diesel exhaust, and air toxics (PM2.5). The relative proportion of diesel vehicles for diesel or transit would be relatively small.

Additional traffic volumes under Alternatives 8, 11, or 12 are not anticipated to cause any exceedances of air quality standards at nearby monitoring sites. Measured concentrations of air pollutants have not recently exceeded EPA air quality standards at the closest monitoring station at Beacon Hill. This monitoring station has not measured any recent violations of air quality standards related to traffic from larger medical or educational developments such as Seattle University or Harborview, and future traffic from development at Swedish Cherry Hill would be anticipated to be similar. Project development is not anticipated to result in exceedances of air quality standards at the Beacon Hill monitoring station.

Greenhouse Gas Emissions

Alternative 8 would include approximately 3.1 million gross SF of building space; Alternative 11 or 12 would include approximately 2.75 million gross SF. DPD has adopted a GHG emissions worksheet to provide an estimate of potential GHG emissions from development projects. That potential is expressed as equivalent CO₂ emissions, or MTCO₂e.

Using the worksheet, total emissions for Alternative 8 are estimated at 5,999,123 MTCO₂e, based on a proposed 3.1 million gross SF. Total emissions for Alternative 11 or 12 are estimated at 5,394,477 MTCO₂e, based on a proposed 2.75 million gross SF. Table 3.1-2 provides an estimate of both lifespan emissions and annual emissions.

**Table 3.1-2
Estimated Greenhouse Gas Emissions (MTCO₂E¹)**

| | Gross SF | Lifespan Emissions ¹ | Annual Emissions | Percentage of Annual City-wide GHG Emissions |
|--|--------------|---------------------------------|------------------|--|
| Alternative 8 | 3.1 million | 5,999,123 | 95,985 | 1.4% |
| Alternative 11 or 12 | 2.75 million | 5,394,477 | 86,312 | 1.3% |
| City of Seattle City-wide Emissions² | | | 6,770,000 | |

Notes: (1) Lifespan Emissions include construction, electricity during operation, and vehicular traffic during operation. GHG emissions are estimated as MTCO₂e (metric tons CO₂ equivalent)
(2) City-wide GHG emissions from all sources, based on 2008 community inventory (City of Seattle)

The estimated emissions presented in Table 3.1-2 represent an estimate of GHG emissions created over the lifespan of the project based on the currently projected total space needs; including those associated with manufacturing construction materials, fuel used during construction, energy consumed during facility operation, and transportation by employees. The MIMP proposal is for a non-project action (there is no specific project). With each specific development project, a new GHG calculation will be performed based on an actual building design.

¹ MTCO₂E = Metric Tons Carbon Dioxide Equivalent

The GHG worksheet uses a standard project lifespan of 62.5 years. GHG emission worksheets for both the existing campus and Proposed Alternatives are included in Appendix A.

3.1.4 Mitigation Measures

Mitigation measures for construction impacts to air quality are discussed in Section 3.9 Construction. The following apply to operational impacts to air quality and GHG emissions.

3.1.4.1 Air Quality

No significant air quality impacts have been identified and no mitigation measures are proposed. Building future facilities that are resource-efficient (i.e., participate in the Seattle 2030 District challenge) would help reduce emissions and improve air quality in this area.

3.1.4.2 Greenhouse Gas Emissions

A variety of mitigation measures are available to reduce energy use, increase sustainable building design, and reduce GHG emissions. As the Master Plan is further developed, it is recommended that Swedish consider the following potential mitigation measures that could be implemented during future design and construction of buildings on campus:

- **Natural Drainage and Green Roofs** – Green roofs can provide additional open space, opportunities for urban agriculture, and decreased energy demands by reducing the cooling load for the building. As development planning occurs in conjunction with specific buildings on-campus, possible incorporation of green roofs associated with that building should be considered. Green Stormwater Infrastructure (GSI) would be developed for flow control and water quality treatment to the maximum extent feasible.
- **Tree Protection** – The City has aggressive urban forest goals in order to help restore tree cover which has been lost due to development. Trees can provide stormwater management, habitat value, noise buffering, air purification, carbon sequestration, and mitigation of the urban heat island effect. Trees also have a positive effect on property values and neighborhood quality. Protection of existing trees, as feasible, and careful attention to new tree planting could help meet the Seattle Comprehensive Urban Forest Management Plan Goals for multi-family residential and commercial development by achieving 15 to 20 percent overall tree canopy within 30 years.
- **Native Plants** – Native plants are adapted to the local climate and do not depend upon irrigation after plant establishment for ultimate survival. Landscaping with native plants, beyond that required by code, could be planted to reduce water demand and integrate with the local ecosystem. Swedish should consider a goal of creating green spaces that use native, non-invasive plants, to reduce water and fertilizer consumption, and align with good urban landscaping design practices.
- **Waste Management and Deconstruction** – When existing buildings are demolished there are often opportunities to reduce the amount of waste being sent to the landfill with sustainable waste management strategies. In the Seattle area, standard practice for building construction and demolition results in fairly high recycling rates of over 50 to 60 percent. However, these rates can be increased by implementing aggressive

demolition recycling. Such efforts can require considerable additional effort on the part of the contractor. Some of the options that could mitigate waste generated by redevelopment on the Swedish Cherry Hill campus include onsite source separated recycling, potential reuse of demolition materials onsite, deconstruction of existing buildings, and salvage and reuse of building components.

- **Building Design** – Building design on the Swedish Cherry Hill campus could integrate a wide variety of green building features. Green building encompasses energy and water conservation, waste reduction, and good indoor environmental quality. Tools and standards that are used to measure green building performance could be used. Some options include: Built Green, LEED, and the Evergreen Sustainable Development Criteria. Custom green building guidelines could also be developed to guide building design and construction. Some of the specific building design strategies that could be considered include solar panels for electricity generation or domestic solar hot water; energy star rated appliances; water conserving fixtures beyond code; low toxic materials, finishes, and flooring; energy and water sub-metering for individual units; high-efficiency fixtures such as dual flush toilets; toilet flushing and irrigation supplied by recaptured wastewater or rainwater; dual plumbing systems for all new buildings to accommodate water reuse; and wind-generated alternative energy.
- **Transportation** – Transportation plays a major role in climate change and Swedish plans to address this concern through several initiatives including contributing to a vibrant pedestrian-oriented development, and encouraging fewer personal vehicle trips. A TMP is included in the MIMP, which identifies strategies to reduce single-occupancy vehicle (SOV) travel. Any transportation mitigation measures included in the TMP to reduce traffic volumes and congestion correspondingly could reduce traffic emissions of air pollutants (see Section 3.7 Transportation). Such measures could include encouraging transit use and carpooling, bicycle parking and routes, access improvements, traffic signal optimization, intersection realignments, and improved pedestrian facilities. Continued focus on and implementation of these measures throughout the MIMP development process would contribute to reducing the GHG emissions estimated in Table 3.1-2 for Alternatives 8, 11, or 12.

3.1.5 Secondary and Cumulative Impacts

Cumulative impacts on air quality would be related to short-term increases in construction activity and to long-term increases in traffic volumes and congestion. Cumulative construction impacts could occur from development under any of the three Build Alternatives (Alternatives 8, 11, or 12) and other development projects being constructed at the same time in the Cherry Hill area. Because construction emissions under the Build Alternatives and other development projects would be temporary in duration and comply with PSCAA requirements, short-term cumulative impacts during construction would be low.

Long-term cumulative increases in traffic volumes and congestion would result from the combined traffic volumes under the Build Alternatives and from future growth in traffic resulting from other future projects in the area.

Secondary impacts on air quality could result from economic growth and changes in land uses induced by the redeveloped Swedish Cherry Hill campus. Any growth induced by the new MIMP would incrementally increase traffic volumes and associated traffic air pollutants. Although the location and specific amount of growth is unknown, incremental increases in traffic emissions likely would be small.

3.1.6 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to air quality from the construction or operation of any of the three Build Alternatives (Alternatives 8, 11, or 12) are expected.

3.2 Noise

This section of the Final EIS describes the existing noise conditions on the Swedish Cherry Hill campus and in the site vicinity. Potential changes to noise levels from redevelopment under the EIS alternatives are assessed. Please see Appendix B Ambient Noise Assessment (March 20, 2014) for additional information.

3.2.1 Introduction

3.2.1.1 SEPA Policy

The SMC contains provisions that describe the scope of the SEPA analysis for the noise element. Relevant policies from SMC 25.05.675 are provided below:

L.2 Noise Policies

- a. It is the City's policy to minimize or prevent adverse noise impacts resulting from new development or uses.*
- b. The decision maker may require, as part of the environmental review of a project, an assessment of noise impacts likely to result from the project.*
- c. Based in part on such assessments, and in consultation with appropriate agencies with expertise, the decision maker shall assess the extent of adverse impacts and the need for mitigation.*
- d. Subject to the Overview Policy set forth in SMC Section 25.05.665, the decision maker may condition or deny a proposal to mitigate its adverse noise impacts.*
- e. Mitigating measures may include, but are not limited to:*
 - Use of an alternative technology*
 - Reduction in the size or scope of a project or operation*
 - Limits on the time and/or duration of operation*
 - Requiring buffering, landscaping, or other techniques to reduce noise impacts offsite*

3.2.1.2 Noise Characteristics

Noise can be defined generally as unwanted sound. Prolonged exposure to very high sounds can cause hearing loss or impairment, although environmental noise in urban areas rarely approaches sound levels that could cause hearing damage. The primary effect of environmental noise is annoyance that interferes with sleep, thought, and conversation.

Noise is expressed on a logarithmic scale in units of decibels (dB). Noise is composed of many frequencies, and the various frequencies commonly are measured as A-weighted decibels (dBA), which approximate how an average person hears a sound. Under the logarithmic decibel scale, a doubling of the number of noise sources (e.g., the number of vehicles on a roadway) increases noise levels by 3 dBA. For example, a noise source emitting a noise level of 60 dBA added to another noise source of 60 dBA results in a combined noise level of 63 dBA, not 120 dBA.

The common descriptor for measuring and predicting environmental noise is the equivalent sound level (L_{eq}). The L_{eq} can be considered a measure of the average sound level for a specific period of time. The maximum sound level during that period of time is called the L_{max} . Unlike the L_{eq} that is an average over a period of time, L_{max} is a measurement of a single event of short duration during that time period. Minimum sound level, L_{min} , is the lowest sound level for a given sound source, event, or time period and is usually the relatively steady level of sound that is present in the absence of any noise events. The L_{max} and L_{eq} are used in local noise ordinances to evaluate the noise limits at receiving properties.

Loudness, compared to physical sound measurement, refers to how people judge a sound and varies from person-to-person. A listener often judges an increase of 5 dBA to be readily noticeable and an increase of 10 dBA to be twice as loud. A change of sound level of 2 dBA or lower generally would not be perceptible. Table 3.2-1 provides sound levels by common noise sources.

**Table 3.2-1
Sound Levels by Common Noise Sources**

| Thresholds/ Noise Sources | Sound Level (dBA) | Subjective Evaluations | Possible Effects on Humans ¹ | |
|--|----------------------|---------------------------|---|---------------------|
| Human Threshold of Pain Carrier jet takeoff at 50 feet | 140 | Deafening | Continuous exposure to levels above 70 dBA can cause hearing loss in majority of population | |
| Siren at 100 feet Loud rock band | 130 | | | |
| Jet takeoff at 200 feet Auto horn at 3 feet | 120 | | | |
| Chain saw Noisy snowmobile | 110 | Very Loud | | |
| Lawn mower at 3 feet Noisy motorcycle at 50 feet | 100 | | | |
| Heavy truck at 50 feet | 90 | | | |
| Pneumatic drill at 50 feet Busy urban street, daytime | 80 | Loud | | |
| Normal automobile at 50 mph Vacuum cleaner at 3 feet | 70 | | | |
| Air conditioning unit at 20 feet Conversation at 3 feet | 60 | Moderate | | Speech interference |
| Quiet residential area Light auto traffic at 100 feet | 50 | | | |
| Library Quiet home | 40 | | Faint | Sleep interference |
| Soft whisper at 15 feet | 30 | | | |
| Slight rustling of leaves | 20 | Very Faint | | |
| Broadcasting Studio | 10 | | | |
| Threshold of Human Hearing | 0 | | | |

Source: EPA.

¹The physiological responses overlap among categories and depend on the sensitivity of the noise receiver.

3.2.1.3 Noise Regulations

Noise regulations provide a basis for evaluating potential noise impacts and mitigation measures during construction of future development for Swedish Cherry Hill. The City has noise regulations in Chapter 25.08 of the SMC (25.08.410, .420 and .425). The City noise limits are based on the land use districts or zones of both the noise source and receiver, and on the time of day. The City noise regulations are summarized in Table 3.2-2. Lands surrounding Swedish Cherry Hill are zoned residential.

**Table 3.2-2
City of Seattle Exterior Sound Level Limits**

| District of Sound Source | District of Receiving Property | | | |
|--------------------------|--|--|-------------------------------------|-------------------------------------|
| | Residential Day (L _{eq} dBA) | Residential Night (L _{eq} dBA) | Commercial (L _{eq} dBA) | Industrial (L _{eq} dBA) |
| Residential | 55 | 45 | 57 | 60 |
| Commercial | 57 | 47 | 60 | 65 |
| Industrial | 60 | 50 | 65 | 70 |

Notes:

- 1) The exterior sound level limits are based on the L_{eq} during the measurement interval, using a minimum measurement interval of 1-minute for a constant sound source, or a 1-hour measurement for a non-continuous sound source.
- 2) During a measurement interval, L_{max} may exceed the exterior sound level limits by no more than 15 dBA.
- 3) Sound level limits are reduced by 10 dBA for residential receiving property between 10:00 PM and 7 AM during weekdays and between 10:00 PM and 9:00 AM on weekends and legal holidays (SMC 25.08).

The City noise regulations have specific provisions for construction noise in Section 25.08.425 of the SMC. Construction activities in Seattle generally have higher noise limits between 7:00 AM and 10:00 PM on weekdays, and between 9:00 AM and 10:00 PM on weekends and holidays; but must meet the lower noise limits shown in Table 3.2-2 during nighttime hours. The noise limits in Table 3.2-2 may be exceeded in daytime by 25 dBA for large construction equipment such as dozers and drills, by 20 dBA for portable construction equipment such as chainsaws and powered hand tools, and by 15 dBA for maintenance equipment such as lawn mowers.

Table 3.2-3 provides a summary of Seattle’s daytime construction noise limits. Construction noise limits apply at 50 feet or a real property line of another person, whichever is greater. Construction noise is limited to the higher levels listed in the table during "daytime" hours only, which vary based on underlying zoning. The surrounding zoning is single-family and Lowrise. Except as noted below for impact equipment, within single-family and Lowrise zones, the levels of construction noise shown in Table 3.2-3 are allowed between 7:00 AM and 7:00 PM on weekdays and between 9:00 AM and 7:00 PM on weekends and legal holidays. These limits effectively prohibit construction at "night" except in special cases. Noise from construction impact equipment such as jackhammers and pile drivers during any 1-hour period may not exceed an L_{eq} of 90 dBA continuously, 93 dBA for 30 minutes, 96 dBA for 15 minutes, and 99 dBA for 7-1/2 minutes. The higher noise limits for impact equipment may occur between 8:00 AM and 5:00 PM on weekdays, and 9:00 AM and 5:00 PM on weekends and holidays.

**Table 3.2-3
City of Seattle Daytime Construction Sound Level Limits**

| District of Sound Source | District of Receiving Property | | |
|---|---------------------------------------|----------------------------------|----------------------------------|
| | Residential Day (L _{eq} dBA) | Commercial (L _{eq} dBA) | Industrial (L _{eq} dBA) |
| Onsite sources such as dozers, loaders, power shovels, cranes, derricks, graders, off-highway trucks, ditchers, and pneumatic equipment (maximum +25 dBA (25.08.425.A.1)) | | | |
| Residential | 80 | 82 | 85 |
| Commercial | 82 | 85 | 90 |
| Industrial | 85 | 90 | 95 |
| Portable equipment used in temporary locations in support of construction such as chain saws, log chippers, and powered hand tools (maximum +20 dBA) (25,08.425.A.2) | | | |
| Residential | 75 | 77 | 80 |
| Commercial | 77 | 80 | 85 |
| Industrial | 80 | 85 | 0- |

3.2.2 Affected Environment

3.2.2.1 Existing Sound Levels

The existing Swedish Cherry Hill campus is typical of a semi-urban residential setting. Noise on and around the campus is driven by automobile traffic on the nearby surface roads, aircraft overflights, pedestrian activity and other typical urban activities.

The existing aural environment at the edge of the Swedish Cherry Hill campus was characterized using multi-day sound level measurements at seven locations. These measurements were taken to construct a model of existing noise levels. The March 20, 2014, Ambient Noise Assessment is included as Appendix B to this FEIS.

A summary of each location and a map showing where each measurement was taken is given in Figure 3.2-1 below.

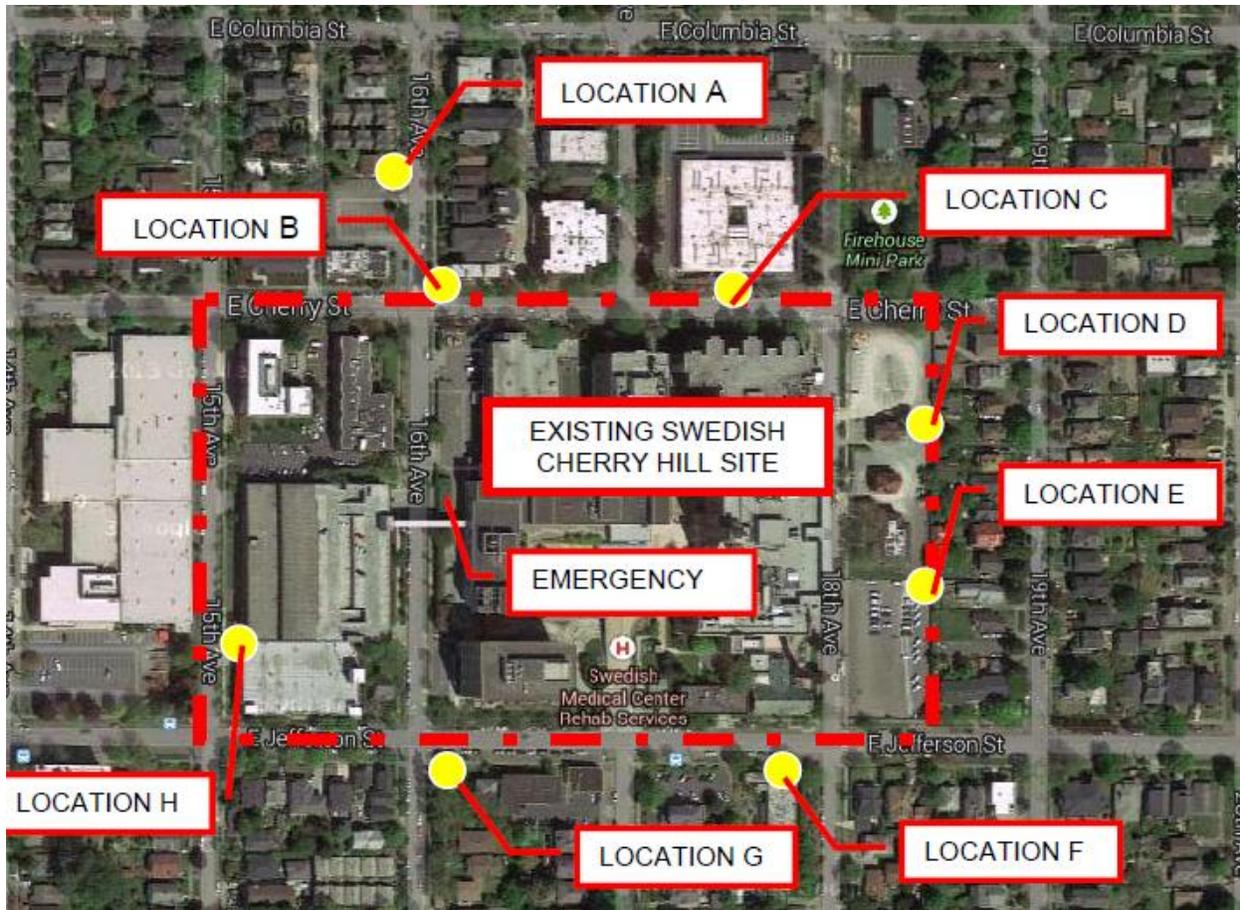


Figure 3.2-1

Existing Ambient Sound Level Measurement Locations

Results of the long-term measurements are shown in Figure 6 through Figure 13 in Appendix B as plots of the hourly L_{eq} , L_{min} , and L_{max} . The weather conditions for a portion of these measurement intervals included low levels of wind and moderate precipitation. The weather during the time of the measurements was not severe enough to significantly impact the measurements. Please note that the noise levels from automobile traffic are typically slightly higher during wet conditions. Also, wind, humidity, and temperature have a significant impact on the sound propagation and the noise levels (only if the sound receiver is a long distance away from the noise source). If the distance is only few hundred feet, the effects are not significant.

Table 3.2-4 summarizes the ranges of existing sound levels at the noise monitoring locations based on the results of the long-term measurements described above. The sound levels shown in Table 3.2-4 are considered to be a summary of the existing ambient sound levels.

**Table 3.2-4
Summary of Existing Sound Levels, L_{eq} , dBA**

| Measurement Summary | | Noise Monitoring | | | | | | | |
|---------------------|----------------------|------------------|----------|--------|----------|----------|----------|----------|--------|
| | | A | B | C | D | E | F | G | H |
| Measured L_{eq} | Day | 54-67 | 63-71 | 61-70 | 54-73 | 51-78 | 54-74 | 58-69 | 55-73 |
| | Night | 47-59 | 62-71 | 54-67 | 47-58 | 40-59 | 48-60 | 54-62 | 51-61 |
| Seattle Noise Code | Receiver Description | Resident | Resident | Commrc | Resident | Resident | Resident | Resident | Commrc |
| | Day Limit | 57 | 57 | 60 | 57 | 57 | 57 | 57 | 60 |
| | Night Limit | 47 | 47 | | 47 | 47 | 47 | 47 | |

**Table 3.2-5
Summary of Existing Maximum Sound Levels, L_{max} , dBA**

| Measurement Summary | | Noise Monitoring | | | | | | | |
|---------------------|----------------------|------------------|----------|--------|----------|----------|----------|----------|--------|
| | | A | B | C | D | E | F | G | H |
| Measured L_{max} | Day | 68-89 | 68-93 | 76-100 | 67-97 | 67-104 | 69-98 | 71-100 | 69-90 |
| | Night | 61-83 | 69-89 | 75-91 | 57-80 | 53-75 | 66-85 | 69-83 | 66-83 |
| Seattle Noise Code | Receiver Description | Resident | Resident | Commrc | Resident | Resident | Resident | Resident | Commrc |
| | Day Limit | 72 | 72 | 75 | 72 | 72 | 72 | 72 | 75 |
| | Night Limit | 62 | 62 | | 62 | 62 | 62 | 62 | |

The measured existing sound levels indicate that sound levels in the vicinity of the Swedish Cherry Hill campus are relatively high, often not dropping below code limits during daytime hours and occasionally remaining above nighttime noise limits as well. This is attributable to traffic on E Cherry and E Jefferson Streets; noise monitors located along these streets exhibited consistently higher hourly L_{eq} levels than those located to the east and west of the campus. Noise levels along the eastern border of the campus are significantly lower, and are consistent with the residential neighborhood that the campus abuts in that direction. At Location A, noise levels fall at or above code limits. Levels at this location do not drop off as for Locations D and E to the east.

These measurements document the levels of noise from existing traffic patterns, airplane flyovers, pedestrian activity, etc., and indicate that most adjacent properties are affected by relatively high levels of noise from these typical urban sources. Based on urban growth patterns in Seattle, it is expected that the measured ambient noise levels would remain relatively constant or to slightly increase in the future.

3.2.3 Impacts

Construction impacts are discussed in Section 3.9. The following is a discussion of the potential noise impacts of operation.

3.2.3.1 Alternative 1 – No Build

The No Build Alternative would not involve expansion of the MIO boundary. There would be some remodeling and/or replacement and could be changes to onsite pedestrian and vehicular circulation and parking. Noise levels would be anticipated to remain much the same as they exist today.

3.2.3.2 Alternatives 8, 11, and 12

It is expected that, as new buildings are developed onsite, noise levels due to heating, ventilation, and air conditioning (HVAC) systems would remain approximately constant or be reduced due to the advent of new, quieter system technologies. An analysis of each new building's HVAC system will be performed to confirm compliance with the City Noise Ordinance. These analyses will be submitted as part of future MUP applications and reviewed by DPD's Noise Abatement section to ensure compliance with the Noise Ordinance.

Depending on the orientation of these buildings, and the typical access route to them, it is feasible to expect that shifting traffic patterns may also affect ambient background noise levels. An analysis of anticipated changes in traffic patterns may be performed for these projects once any changes to traffic counts are determined.

Noise levels from increased development at the Swedish Cherry Hill campus would increase due to increased traffic volumes, noise from new parking locations, noise from building mechanical systems, noise from loading docks, noise from solid waste and recycling collection or compaction equipment, noise from emergency vehicles, and noise from maintenance activities. All construction and operational noise activities must meet the City of Seattle Noise Objective Standards. These Standards exempt noise from emergency vehicles.

All three of the Build Alternatives would include increases in the number of onsite parking spaces. Current plans are to place that new parking in underground garages to be developed with each new future building. Noise could result from new mechanical ventilation systems used to ventilate the underground parking; from vehicles entering and exiting the garages, and from garage exit warning systems. Any fans installed for ventilation would be required to meet Seattle noise limits.

The buildings to be developed under the new MIMP have not been designed. In addition to underground parking, there may be small amounts of surface parking to meet the requirements for Americans with Disabilities Act (ADA) access. Noise from those surface lots is anticipated to be similar or less than noise from existing surface lots that exist today at Swedish Cherry Hill.

New buildings would include HVAC systems and some would likely require supplemental mechanical systems to provide such things as refrigeration, hot water, and supplemental ventilation. Buildings would not be designed until after the MIMP is approved and no project-specific details are available at this time regarding the types and specific locations of such equipment; therefore, no quantitative analysis is possible at this time. Swedish will have an acoustic consultant evaluate mechanical equipment noise potential prior to submittal for permit approval to ensure that sound levels would be below applicable limits.

Noise from HVAC and mechanical systems would be subject to the Seattle noise limits and DPD review, and compliance with these limits would be considered during design and permitting of future development. Architectural design could incorporate exterior mechanical equipment mitigation into structures, and a detailed review would be performed to ensure compliance with the City daytime and nighttime noise limits.

New loading docks and solid waste/recycling collection, compaction, and hauling locations would generate truck visits, truck off-loading, and waste dumping activities that would generate noise. Depending on the locations of these facilities in relation to sensitive offsite uses and the timing of the activities, these components of the Swedish Cherry Hill MIMP could result in on- and offsite noise impacts. Operational noise from these facilities would be subject to the City noise limits for offsite noise receivers.

Sound emissions from maintenance activities include noise from leaf blowers, power washers, and other mechanical equipment. While newer equipment can produce lower sound levels, if equipment is not properly maintained or used in early morning or evening hours when ambient noise levels are lower, noise could be heard by neighboring residents. These noises are regulated and are limited to occurring between 7:00 AM and 7:00 PM on weekdays, and between 9:00 AM and 7:00 PM on weekends and holidays.

Noise from emergency vehicle sirens is exempt from the City noise limits. Noise from sirens could cause relatively high, but short-term sound levels at noise-sensitive receivers near the emergency department access routes.

Swedish Cherry Hill is required to have emergency generators to use in the event of a power failure. The noise from testing or operating an emergency generator is exempt from Seattle noise limits. Emergency generators can be located inside garages or outside buildings, but need to be located close enough to provide electrical power supply where it is needed. Because of their infrequent use, emergency generators are usually tested approximately once a month for a short period of time. As noted above, the noise resulting from the testing is exempt from the Seattle noise limits, however DPD encourages that the testing be conducted during daytime periods when there is the least potential to cause noise impacts. Generators located within underground garages would not likely create a noise impact to offsite receivers. Generators located outside of buildings can be equipped with noise control mufflers or partial enclosures to limit noise impacts.

3.2.4 Mitigation Measures

Mitigation measures for construction impacts are described in Section 3.9 Construction. The following mitigation measures are proposed to minimize sound impacts from operation and could be implemented to reduce the potential for noise impacts from operations. Swedish will have an acoustic consultant evaluate mechanical equipment noise potential prior to submittal for permit approval to ensure that sound levels would be below applicable limits.

- To minimize noise impacts associated with HVAC and air-handling equipment, equipment should be selected and positioned to maximize noise reduction to the extent

possible. When conducting analyses to ensure compliance with the Seattle noise limits, facility designers would assess sound levels as they relate to the nearby residential uses.

- Exhaust vents for all underground parking facilities should be located and controlled to reduce noise at both on- and offsite residential locations and to ensure compliance with the City noise limits. Mechanical equipment operating at night has a 45 dBA limit at the adjacent residential zone.
- Loading docks should be designed and sited with consideration of nearby sensitive receivers and to ensure that noise from truck traffic to and from the docks and from loading activities would comply with the City noise limits.
- Depending on the location of loading docks relative to residences, restrictions should be implemented to limit noisy deliveries to daytime hours.
- Solid waste, compacting, composting, and recycling collection should (to the extent feasible) be designed to minimize or eliminate line-of-sight from collection/pickup points to nearby sensitive receivers.
- Solid waste, compacting, composting, and recycling collection times should be scheduled for daytime hours.
- Alternatives to mechanical maintenance equipment (e.g., leaf blowers, power washers, etc.) should be explored (such as sweeping or using a hose to wash driveways where feasible) or equipment that produces lower sound levels used.
- If mechanical maintenance equipment is needed for a specific task (e.g., power washing prior to painting), it should be scheduled during the weekday during normal business hours (9:00 AM to 5:00 PM) to coincide with higher ambient noise conditions.
- To minimize the potential for noise impacts resulting from regular testing of emergency generators, the location of such equipment should be considered during building design relative to residences, and equipped with noise controls to minimize noise intrusion.

3.2.5 Secondary and Cumulative Impacts

Development under the new MIMP could result in cumulative increases in environmental noise levels in the site vicinity, especially when added to noise levels from the adjacent Seattle University campus. Construction and operation noise from Swedish Cherry Hill would comply with the City's noise limits, but would add to the general noise levels in the neighborhood coming from vehicles and other mechanical equipment. This could slightly raise neighborhood noise levels throughout the day; however, the overall noise level change would be expected to be minimal.

Secondary impacts on noise levels could result from economic growth and changes in land uses induced by the redeveloped Swedish Cherry hill campus. Any growth induced by the new MIMP would incrementally increase traffic volumes and associated noise from traffic. Incremental increases in traffic noise likely would be small.

3.2.6 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse noise impacts from the construction or operation of any of the three Build Alternatives (Alternatives 8, 11, or 12) are expected.

3.3 Land Use

This section of the Final EIS describes the existing land use patterns on the Swedish Cherry Hill campus and in the site vicinity. Included is an analysis of the potential land use impacts that could result from the proposed new MIMP. The analysis is based on the information provided in the Swedish Medical Center Final MIMP, dated December 2014, information contained in the minutes of the CAC meetings, and the EIS Scoping document. A discussion of the project's relationship to land use plans, policies, and regulations is also included. Discussion of impacts related to height, bulk, and scale are addressed in Section 3.4 Aesthetics.

3.3.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the land use element. Relevant policies from SMC 25.05.675 are provided below:

J.2. Land Use Policies

- a. It is the City's policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with any applicable, adopted City land use regulations, the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, and the shoreline goals and policies set forth in section D-4 of the land use element of the Seattle Comprehensive Plan for the area in which the project is located.*
- b. Subject to the overview policy set forth in SMC Section 25.05.665, the decisionmaker may condition or deny any project to mitigate adverse land use impacts resulting from a proposed project or to achieve consistency with the applicable City land use regulations, the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment redesignations set forth in SMC Sections 23.60.060 and 23.60.220, respectively, and the environmentally critical areas policies.*

Additionally, following review of the written comments received during the Notice of Application and scoping, oral, and written comments received at the EIS Scoping meeting, and written comment received from the CAC, the following issues identified under land use shall be addressed:

- Comprehensive Plan
 - Section B of the Land Use Element Goals and applicable policies under Education and Employability and Health in the Human Development Element
 - Section C of the Land Use Element Goals, Location Specific Land Use Policies, C-1 Major Institution Goals and Policies
 - Neighborhood Plan(s)

- Compatibility with surrounding uses
- Neighborhood connectivity and cohesion
- Street level uses
- Hospital versus office use
- MIO criteria
- Rezone criteria
- Modified development standards
- Decentralization options

3.3.2 Affected Environment

3.3.2.1 Land Use

Hospital Campus

Swedish Cherry Hill is located in the Squire Park neighborhood between E Cherry and E Jefferson Streets. The western boundary of the campus is 15th Avenue. The eastern boundary is mid-block between 18th and 19th Avenues (see Figure 3.3-1).

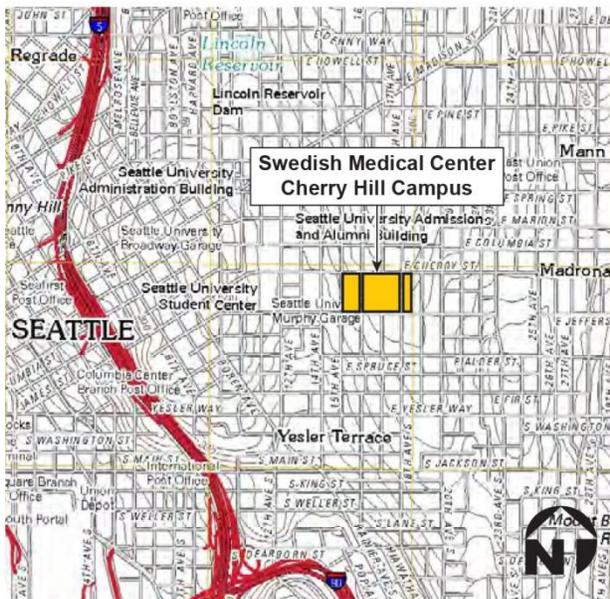
The existing campus encompasses many uses related to the operation of the hospital, other medical service facilities, research centers, offices, some commercial space, and parking. Figure 3.3-1 shows the campus buildings and a general description of their use.

Swedish acquired the hospital campus from the Providence Seattle Medical Center in 2000. In 2002, ownership of certain buildings (40 percent of the campus – primarily outpatient services and physician offices) was transferred from Swedish Medical Center to Sabey. Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

MIMP Decentralization

Considerations in the MIMP process include determining the type and extent of growth that is possible within existing boundaries and/or “decentralization” of the facility uses away from the existing boundary (over 2,500 feet away).

Swedish Medical Center is a not-for-profit healthcare system comprised of 5 hospitals, 2 ambulatory care centers, and over 108 medical clinics serving patients and communities across the Western Washington region. The five hospitals are located in Seattle (Ballard, Cherry Hill, and First Hill), Edmonds, and Issaquah. The two ambulatory care centers are located in Mill Creek and Redmond. Swedish Cherry Hill is a specialized regional medical center focused on cardiovascular (Swedish Heart and Vascular Institute) and neuroscience (SNI) services (Swedish 2012).



Legend

- Swedish Medical Center Cherry Hill Campus
- 1** NW Kidney Center
- 2** Seattle Post Acute Care
- 3** Cherry Hill Professional Building
- 4** Surgery Addition
- 5** Center Building
- 6** West Tower
- 7** East Tower
- 8** Surface Parking North
- 9** Vacant Houses
- 10** St. Joseph's Baby Corner
- 11** James Tower
- 12** Surface Parking South
- 13** Boiler Building
- 14** Annex
- 15** Plaza
- 16** Jefferson Tower
- 17** Emergency Entrance
- 18** Carmack House (vacant)
- 19** West Parking Garage Expansion
- 20** West Parking Garage

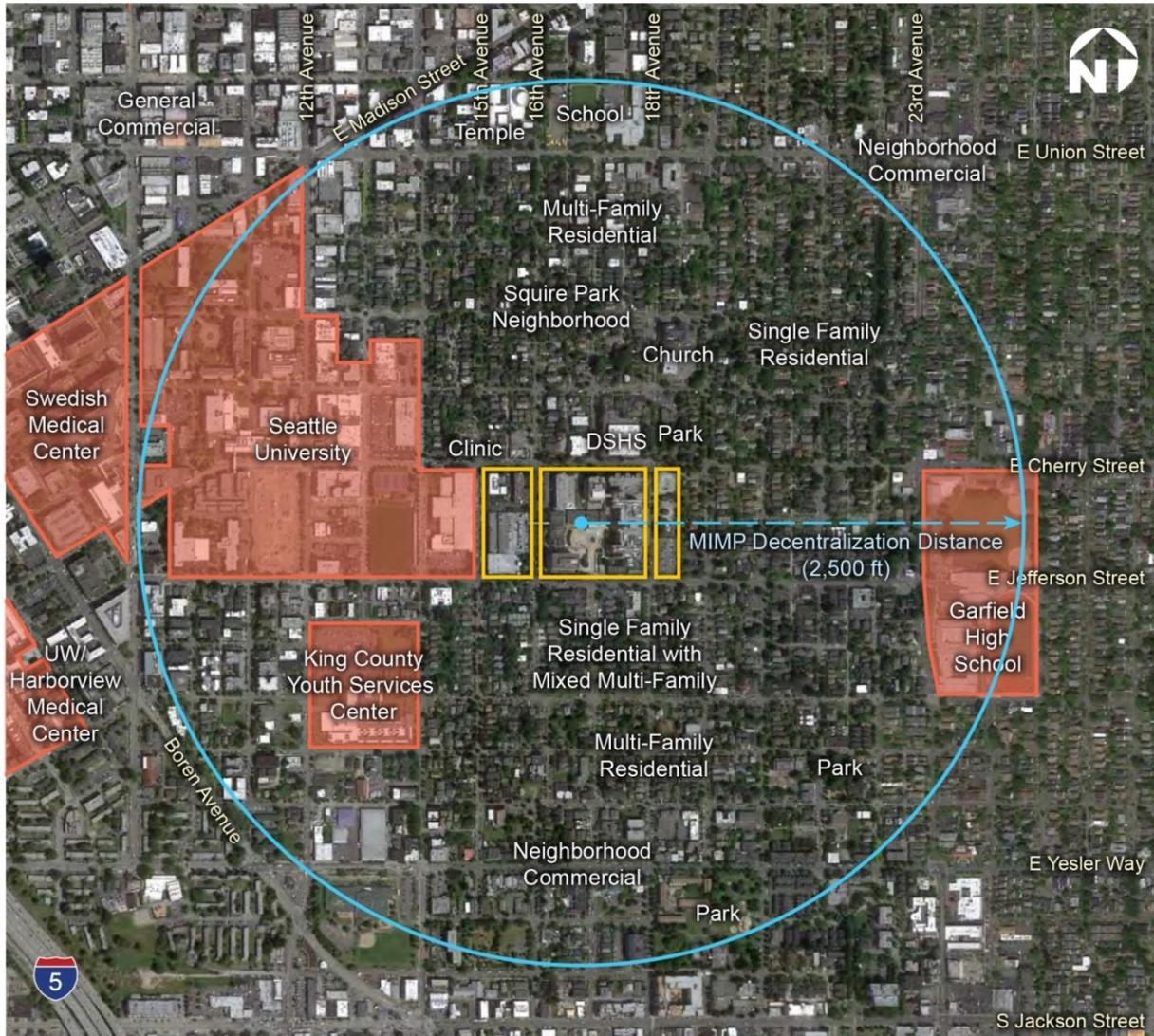
Sources: Google Earth Pro, USGS 7.5-minute topographic quadrangle, Seattle South, Washington, 2011

Figure 3.3-1

Swedish Cherry Hill Campus and Vicinity Map

Surrounding Land Uses

Swedish Cherry Hill campus is located in the Squire Park neighborhood of Seattle. Land use in the area north, east, and west of the campus are predominantly single-family and lowrise multi-family residential with a mix of institutional and commercial uses. The Seattle University campus abuts the Swedish Cherry Hill campus along 15th Avenue. Garfield High School is located approximately 5 blocks to the east. King County Youth Services is located approximately 1-block to the southwest (see Figure 3.3-2).



Source: Google Earth Pro

Legend

 Swedish Medical Center Cherry Hill Campus

Figure 3.3-2
Neighborhood Context

Land south across E Jefferson Street is zoned for SF-5000 and contains some multi-family residential buildings, parking, and a small grocery store bordering on the south side of Jefferson Street. Land further to the south is primarily occupied by single-family homes. Land further to the east contains a mix of single-family homes with newer lowrise multifamily buildings (located in LR1) zone indicated in light green on Figure 3.3-4 below) located along 21st and 22nd Avenues. The land immediately north of the Swedish Cherry Hill campus is zoned LR3 (indicated in red on Figure 3.3-4) and LR1, and contains a mix of multi-family residential and offices along E Cherry Street with multi-family structures to the north. The half-block on the east side of 18th Avenue contains a few older buildings that have been converted from residential to office, and some cleared lots used for parking.

3.3.2.2 Land Use Regulations

New or expanding MIOs must be accomplished through the development of a MIMP. The SMC provisions containing the criteria for review and approval of a MIMP are set forth in SMC Chapter 23.69. An application for a MIMP is initiated with a notice of intent to apply for a MIMP filed with the DPD per SMC 23.69.032.A. The final MIMP and final EIS must be reviewed by the DPD, the CAC, and the City's Hearing Examiner; each of whom (in their turn) must make a recommendation on the proposed MIMP before it is considered by the City Council, who makes the decision to approve, approve with conditions, or deny an application for a MIMP.

The criteria for recommendation and approval of a MIMP are set forth in two chapters of the SMC. First, in the portions of SMC 23.69 setting forth the criteria for the DPD Director's Report, it states:

...a determination shall be made whether the planned development and changes of the Major Institution are consistent with the purpose and intent of this chapter, and represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods (SMC 23.69.032.E.2).

The "purpose and intent" provisions are set forth in SMC 23.69.002.A through M. In applying the criteria quoted above, the Director is required to give "consideration" to a list of factors that are set forth in SMC 23.69.032.E.2, E.4, E.5, and E.6. These are Land Use Code factors, fully set forth in SMC 23.69. There is one instance in which the Director is asked to consider particular policies in the Comprehensive Plan:

In the Director's Report, an assessment shall be made of the extent to which the Major Institution, with its proposed development and changes, will address the goals and applicable policies under Education and Employability and Health in the Human Development Element of the Comprehensive Plan (SMC 23.69.032.E.3).

There are no separate substantive criteria applicable to the Council's decision on the merits (see SMC 23.69.032.J) other than those that are set forth with respect to the Director's Report as referenced above.

Second, in those instances where the boundaries of an MIO district or the heights within such MIO district are being changed, such decisions must be made in accordance with the special rezone criteria applicable to Major Institutions in SMC 23.34.124 and the purpose and intent provisions set forth in SMC 23.69.002.A through M. The special rezone criteria require a statement of public benefits by the applicant, set forth applicable boundaries criteria, set forth applicable height criteria, and request consideration of the general rezone criteria in SMC 23.34.008 as well as consideration of the CAC recommendations. These criteria for boundary and height changes are applicable to the Director, in the recommendation, the Hearing Examiner's findings and recommendation, as well as to the Council in its final decision.

The Comprehensive Plan goals and policies that apply to Major Institutions, as well as land use elements that are relevant to Swedish Cherry Hill's proposed Final MIMP, are identified and discussed below. For each applicable goal or policy, the FEIS includes an assessment of the manner in which Swedish Cherry Hill's proposed Final MIMP is consistent or inconsistent, in whole or in part, with such goals and policies. The purpose of this analysis is to augment the discussion of land use "impacts." It is not the function of the FEIS to assess and apply the criteria for review and approval of master plans that is contained in SMC 23.69, SMC 23.34.124, and SMC 23.34.008. That is the prerogative of the recommending entities (DPD, CAC, and the Hearing Examiner) and the City Council.

The Director's Report and Recommendation will include a full analysis of Swedish Cherry Hill's proposed Final MIMP using the regulatory criteria for review and approval of master plans noted above and described in greater detail the discussion below. The Final EIS as well as the Director's Report will be provided to the City Council to assist it in making its decision on Swedish Cherry Hill's proposed Final MIMP.

City of Seattle Comprehensive Plan

The Comprehensive Plan "Toward a Sustainable Seattle," is a 20-year policy plan designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values. The City first adopted the plan in 1994 in response to the state Growth Management Act of 1990. The current plan contains amendments adopted by the Seattle City Council through the 2012 to 2013 annual amendment process.

The City has begun a multi-year process to complete a major plan review, with new planning horizon of 2035, by June 2015.

The Comprehensive Plan contains 11 elements: urban village; land use; transportation; housing; capital facilities; utilities; economic development; neighborhood planning; human development; cultural resource; and environmental. The *Future Land Use Map*, which is part of the plan, designates the Swedish Cherry Hill site and the area to the west as a Major

Institution¹, with single-family to the south and east, multi-family to the north, and a commercial area to the southwest (see Figure 3.3-3).

The Swedish Cherry Hill campus is located within the Central District Neighborhood Planning Area, which encompasses three Urban Villages/Centers: Madison-Miller to the north, 23rd Avenue South at Jackson-Union to the east and south, and 12th Avenue in the western portion of the neighborhood. Swedish Cherry Hill campus is surrounded by these urban villages/centers but is not located within an urban village or urban center.

The Land Use Element of the plan contains location-specific land use policies for Major Institutions. Under C-1 Major Institutions, the plan states:

Hospitals and higher educational facilities play an important role in Seattle. Institutions containing these facilities provide needed health and educational services to the citizens of Seattle and the region. They also contribute to employment opportunities and to the overall diversification of the city's economy. However, when located in or adjacent to residential and pedestrian-oriented commercial areas, the activities and facilities of major institutions can have negative impacts such as traffic generation, loss of housing, displacement and incompatible physical development.

These policies provide a foundation for the City's approach to balancing the growth of these institutions with the need to maintain the livability of the surrounding neighborhoods.

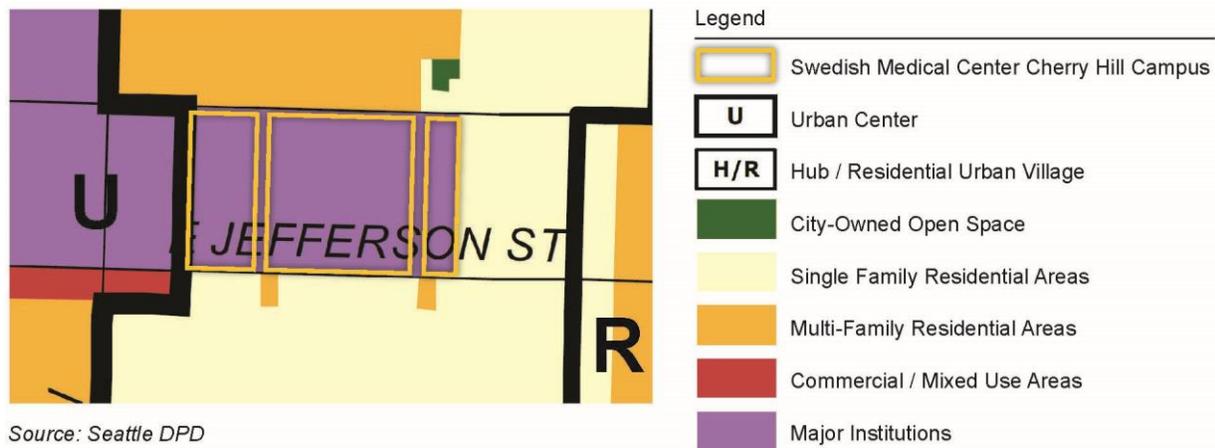


Figure 3.3-3
Comprehensive Plan Future Land Use Map

¹ See Chapter 5 Glossary for a definition of "Major Institution."

Zoning

The underlying zoning for the Swedish Cherry Hill campus is SF-5000 and LR3. Both have a 30-foot height limit. See Figure 3.3-4 for existing zoning designations and height limits in the vicinity of the project site. The expired MIMP established a MIO that allows institutional uses and heights beyond the underlying single- and multi-family uses and height limits.

The land to the north, south, and east is zoned for either single-family or multi-family with 30-foot heights. Land to the southwest is zoned Neighborhood Commercial (NC1), which also has a 30-foot height limit. Land to the west contains a MIO for Seattle University with a 65-foot height limit. The Swedish Cherry Hill campus currently includes three MIO height districts: 37, 65, and 105.

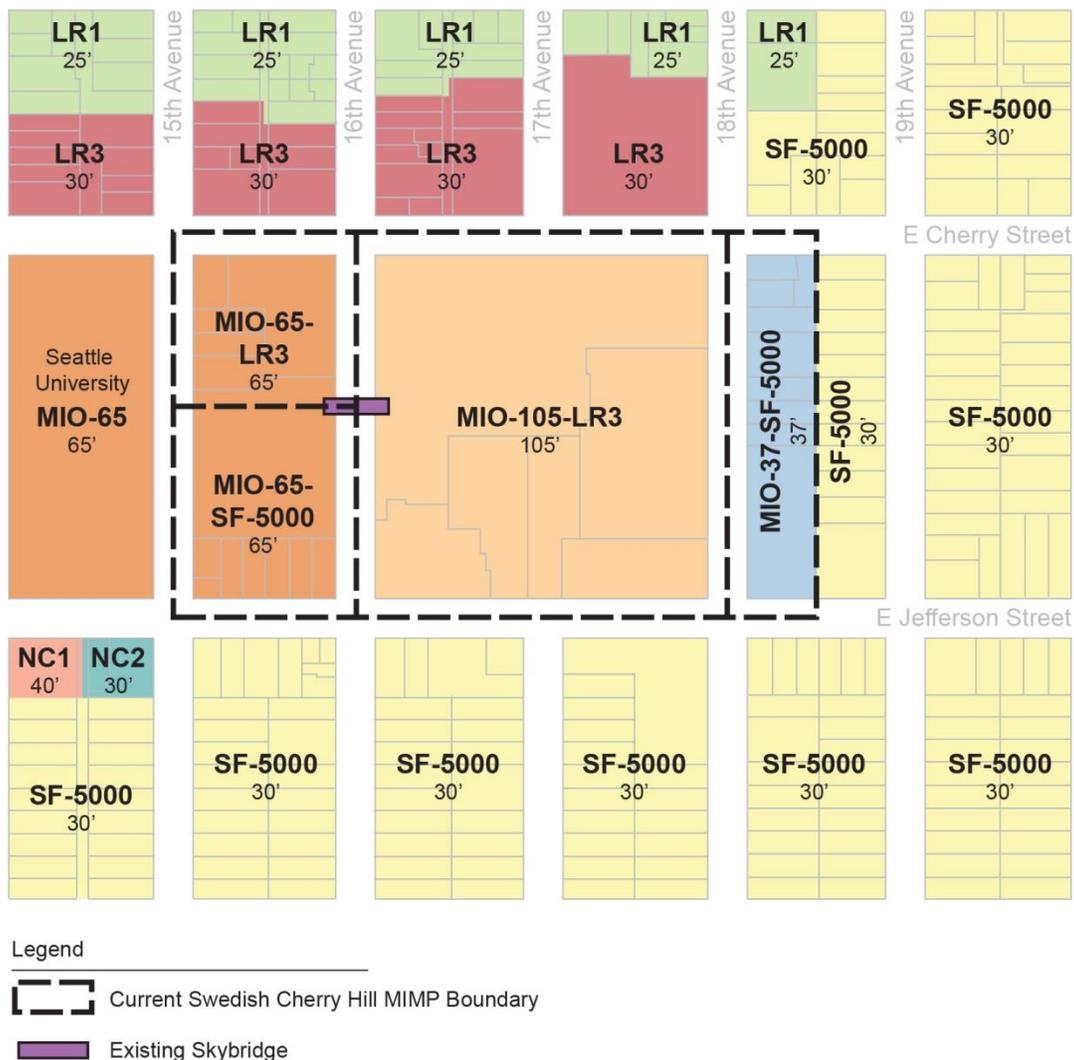


Figure 3.3-4
Existing Zoning and Height Limits

Swedish has submitted an application for a new MIMP with new MIO heights. If approved, the MIMP will include changes to the existing MIO heights.

Major Institution Overlay Districts

MIOs regulate Seattle's major educational and medical institutions. Creating or modifying an overlay district allows these major institutions to grow while minimizing impacts to the surrounding community. The master planning process encourages growth within existing boundaries or consideration of decentralization of the facility uses away from the existing boundary (over 2,500 feet away). Swedish Cherry Hill is one of 13 MIOs in Seattle: 6 are colleges or universities, and 7 are hospitals or medical centers. MIMPs in the vicinity of Swedish Cherry Hill are shown on Figure 3.3-2.

According to the Seattle DON:

Unique zoning rules are crafted for each major institution through the adoption of a MIMP that: 1) identifies a boundary (Major Institution Overlay District) within which the revised rules applies; and 2) identifies the specific rules that will apply to development within this boundary. The objectives of the plan are to balance the needs of major institution development with the need to preserve adjacent neighborhoods" (City of Seattle 2013).

Since MIMP and MIO allow modifications to the development standards of the underlying zone, the master plan process requires intensive community involvement to develop, adopt, and monitor the MIMP. A CAC is formed to work with the city and project proponent in the development of a MIMP.

Major institutions have typically grown with the community and are integrated into neighborhoods which may have variety of uses that don't necessarily reflect a single characteristic. For example, Swedish Cherry Hill is located in a diverse neighborhood that includes newer and early 20th century single-family residences; lowrise apartments and condominiums; Washington State offices (Department of Social and Human Services); storefronts; private schools; churches; a small park; non-profit organization offices; and another major institution (Seattle University). MIOs "provide flexibility for development and encourage a high quality environment through modifications of use restrictions and parking requirements of the underlying zoning" (SMC 23.69.002.H). To balance the need of the institution to grow and change within a neighborhood, the MIMP must specify how the new development will minimize impacts on the surrounding neighborhood. A TMP is another important component of the MIMP due to the increase in parking and vehicular traffic associated with development within a MIO.

3.3.3 Impacts

Swedish is proposing one Build Alternative in addition to the No Build Alternative, Alternative 12. For the purpose of comparing impacts, this FEIS considers three Build Alternatives (Alternatives 8, 11, and 12). All Build Alternatives (Alternatives 8, 11, and 12) maintain the

existing (MIO) boundary, and do not include street vacations on either 16th or 18th Avenues. Alternatives 8, 11, and 12 include proposed increases in the MIO height limits (see Table 3.3-1).

Impacts from changes to height, bulk, and scale are discussed in Section 3.4 Aesthetics, Light, Glare and Shadows.

The alternatives summarized in Table 3.3-1 are:

- Alternative 1 – No Build
- Alternative 8 – Addition of 1.9 Million gross SF; change in heights to MIO-50, -65, -105 and -240
- Alternative 11 – Addition of 1.55 Million gross SF; change in heights to MIO-37, -50, -65, -105, and -160
- Alternative 12 – Addition of 1.55 million gross SF; change in heights to MIO-37, -50, -65, -105, and -160

**Table 3.3-1
Summary of Alternatives Proposed in the December 2014 Final MIMP
and Alternatives Analyzed in this FEIS**

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|---|--|---|---|---|
| Institution Boundary | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Avenue and half-block east of 18th Avenue between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Avenue and half-block east of 18th Avenue between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Avenue and half-block east of 18th Avenue between E Cherry and E Jefferson Streets | E Cherry and E Jefferson Streets on north and south; half-block west of 16th Avenue and half-block east of 18th Avenue between E Cherry and E Jefferson Streets |
| Institution Boundary Area | Existing 580,569 SF | 580,569 SF | 580,569 SF | 580,569 SF |
| Total building area within MIO | Approximately 1.2 million gross SF | Approximately 3.1 million gross SF | Approximately 2.75 million gross SF | Approximately 2.75 million gross SF |
| Existing and Proposed Floor Area Ratio (FAR) | 2.07 (expired MIMP approved an FAR of 2.3) | 5.34 | 4.74 | 4.74 |
| Leased Space outside MIO within 2,500 feet | Office space at 600 Broadway Building | Office space at 600 Broadway Building | Office space at 600 Broadway Building | Office space at 600 Broadway Building |
| Owned Space outside MIO within 2,500 feet | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus | Swedish-owned First Hill Campus |
| Uses | Approximately 196-bed hospital, clinic, clinical research, office, and clinical laboratory | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care | Approximately 385-bed hospital, clinic, clinical research, office, clinical laboratory, hotel, and long-term care |
| Street Vacations | None | None | None | None |
| Skybridge | Existing single-level skybridge across 16th Avenue | Proposed double-level skybridge in similar location across 16th Avenue | Same as Alternative 8 | Same as Alternative 8 |
| Parking | 1,510 spaces | 2,310 (800 new) | 2,245 spaces (735 new) | 2,245 spaces (735 new) |
| Parking Location | Existing parking is primarily located on the western portion of campus, with an above-ground garage and a surface lot located west of 16th Avenue, and an underground garage | Parking is proposed to be located under each new development with underground garages proposed for both sides of 18th Avenue, the block between 15th and | Same as Alternative 8 | Same as Alternative 8 |

Table 3.3-1 (Continued)
 Summary of Alternatives Proposed in the December 2014 Final MIMP
 and Alternatives Analyzed in this FEIS

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|--|--|--|---|
| | located and small surface lots located east of 16th Avenue. There are surface parking lots located east of 18th Avenue. | 16th Avenues, and along the south side of Cherry east of 16th Avenue. | | |
| Access | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to above-ground parking from 16th Avenue; access to surface lots from 18th Avenue. | Access to Central Plaza from E Jefferson Street; access to underground parking garage from E Jefferson Street; access to new below-ground parking from 16th Avenue; access to new below-ground parking from 18th Avenue. | Same as Alternative 8 | Same as Alternative 8 |
| Height Limit for MIO | | | | |
| Half-block on west side of 16th | MIO-65 | MIO-65 on north and south; MIO-240 in center | MIO-65 on north portion and south edge; MIO-160 in center (conditioned to 150'); MIO-105 between the MIO-160 and MIO-65 sections on the south | MIO-65 on north and south; MIO-160 in center (conditioned to 150') |
| Central Campus Block | MIO-105 | MIO-240 on the W portion; MIO-105 on the central courtyard; MIO-65 on the SE corner; N, NE, and SW portion would remain at MIO-105 | MIO-160 on the midwest portion; MIO-65 on the southeast corner; other areas (including the central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37' and conditioned height would connect to 18th Avenue | Same as Alternative 11 - MIO-160 on the mid-W portion; MIO-65 on the southeast corner; other areas (including the central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37' and conditioned height would continue to connect to 18th Avenue |
| Half-block on east side of 18th | MIO-37 | MIO-50 | MIO-37 on north, MIO-50 on north-center section; MIO-37 on center section (conditioned to 15');) | MIO-37 on north, MIO-50 on north-center section (conditioned to 45'); MIO-37 on center |

Table 3.3-1 (Continued)
 Summary of Alternatives Proposed in the December 2014 Final MIMP
 and Alternatives Analyzed in this FEIS

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|--|--|--|---|
| | | | MIO-37 on south section | section (conditioned to 15’); MIO-37 on south center section and south sections; MIO-50 (conditioned to 45’) in the next section to the south; MIO-37 on south |
| Designated Open Space | | | | |
| Designated Open Space Locations | Small plaza on NW corner of campus (SE corner of E Cherry St/15th Ave E), Central Plaza and main hospital entrance off of Jefferson Street | Small plaza on NW corner of campus (SE corner of Cherry St/15th Ave E), Central Plaza and main hospital entrance off of Jefferson St | On the east block: along E Cherry St and a mid-block connection. On the central block: three pocket parks along E Cherry St; an expanded open space area surrounding the main entry plaza (Central Plaza) and landscaped courtyard between Annex and James Tower; and at corner of 16th Ave and E Jefferson St. On the west block: a landscaped setback along the north, east, and south edges of the block. | On the east block: along E Cherry St and a mid-block open space facing 16th Avenue. On the central block: three pocket parks along E Cherry St; an expanded open space area surrounding the main entry plaza (Central Plaza) and landscaped courtyard between Annex and James Tower. On the west block: a landscaped setback along the north, east, and south edges of the block. |

In addition to the MIO Height Districts proposed in Table 3.3-1, Swedish is proposing to condition the heights of specific buildings that are anticipated to be retained during the life of the new MIMP to their existing heights. These conditioned heights are shown on Figures 3.3-6 (Alternative 8), 3.3-7 (Alternative 11), and 3.3-8 (Alternative 12) and are summarized in Table 3.3-2.

**Table 3.3-2
MIO Heights That Are Conditioned Lower**

| Summary of Proposed Conditioned Heights for Specific Buildings | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|--------------------------|--|--|--|
| Conditioned Maximum Heights | None | Seattle Medical & Rehab Center - 30' Carmack House - 30' Central Plaza - 37' | New development on west block – 150' Central Plaza – 37' Central Utility Plant – 40' Northern portion of west block – 45' Center of proposed development for east side of 18th Ave – 15' | New development on west block – 150' Central Plaza – 37' Central Utility Plant – 40' Northern portion of west block – 45' Center portion of west block – 15' Southern portion of west block - 45' |

3.3.3.1 Land Use

For all alternatives, detailed summaries of each alternative and comparisons between alternatives can be found in Section 2, Description of Alternatives. The proposed Final MIMP would continue the use of the existing MIO as a major medical institution.

The Build Alternatives would not require a street vacation. The existing skybridge across 16th Avenue would remain in a similar location. The approval for the skybridge is through a term permit.

Table 3.3-3 compares the relative intensity of development of the alternatives. The density-related impacts of additional development, increased height, bulk and scale, increased noise, parking, increased traffic, and increased need for public services and utilities are addressed in other subsections within Section 3 of this Final EIS. Height limits, height overlay photos (3D simulations), and the potential impacts of height, bulk and scale are discussed in Section 3.4, Aesthetics/Light, Glare, and Shadows.

**Table 3.3-3
Intensity of Development Comparison**

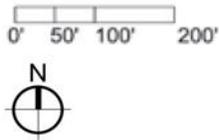
| | Property Size (Total within MIO) | Building (Gross SF) | Number of Licensed Hospital Beds | Approximate Floor Area Ratio* |
|-------------------------------------|--|------------------------|---|--|
| Alternative 1 – No Build | 580,569 SF | 1.2 Million | 385 | 2.07 (expired MIMP approved an FAR of 2.3) |
| Alternative 8 | 580,569 SF | 3.1 Million | 385 | 5.34 |
| Alternative 11 | 580,569 SF | 2.75 Million | 385 | 4.74 |
| Alternative 12 | 580,569 SF | 2.75 Million | 385 | 4.74 |

Note: FARs are used as a measure of the intensity of the site being developed. The ratio is generated by dividing the building area by the parcel area. Some portions of structures included in the total gross SF are not included in the calculation of FAR. These include below-grade space, above and below-ground parking, interstitial space that is not occupiable (mechanical floors/levels), rooftop mechanical space/penthouses, skybridges or tunnel connections within the public right-of-way, and other unoccupiable spaces as approved by DPD.

This land use impact analysis, in conformance with the City’s SEPA Land Use Policy, is focused on ensuring that the proposed uses in development projects are reasonably compatible with surrounding uses; and are consistent with any applicable adopted City land use regulations and the goals and policies set forth in the Urban Village (Areas Outside of Centers and Villages) and Land Use Elements of the Comprehensive Plan. This includes Section A, City-Wide Land Use Policies; Section B, Land Use Categories for single-family and multi-family areas; and Section C, Major Institutions of the Seattle Comprehensive Plan regarding Location-Specific Land Use Categories in C-1 Major Institutions. The project site is not located within a shoreline, and an analysis of the shoreline goals and policies set forth in section D-4 of the land use element of the Seattle Comprehensive Plan is not required.

Alternative 1 No Build

Alternative 1 has been studied to compare potential impacts of the three Build Alternatives (Alternatives 8, 11, and 12). Despite being a “no build” alternative, Alternative 1 considers some future conditions such as potential traffic and transportation conditions in approximately 20 years (see Section 3.7, Transportation). The 1994 Swedish Cherry Hill MIMP expired in 2011 (after a 2-year extension) without full development of the approved list of projects (See Table 2-1 in Section 2). Due to the MIMP expiration, Swedish could not develop any further projects identified in the 1994 plan. Figure 3.3-5 shows the existing height limits and MIO of the campus. Swedish could demolish and replace existing buildings, but no increase in total developed area would be allowed (Swedish 2013a).



Legend of Existing Heights

| | | | |
|----------|--|-------------------|--|
| MIO-240 | | MIO-65 | |
| MIO-200 | | MIO-50 | |
| MIO-160 | | MIO-37 | |
| MIO -105 | | MIO Site Boundary | |
| MIO-90 | | | |

Figure 3.3-5
Alternative 1 - No Build

Build Alternatives

Implementation of the MIMP would result in the intensification of hospital/medical office uses on-campus as a result of new building development, more intensive use of existing buildings, and the modification of existing parking areas. The pattern and types of land uses on the western portion of the campus would not change substantially; however, building density, intensity, and existing building heights would change as a result of the proposed redevelopment. Proposed changes in height limits are summarized in Table 3.3-4.

**Table 3.3-4
Proposed MIO Height Districts**

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|---------------------------------|--|--|---|
| Half-block on west side of 16th | MIO-65 | MIO-65 on north and south; MIO-240 in center | MIO-65 on north portion and south edge; MIO-160 in center (MIO-160 would be conditioned to 150’); MIO-105 between the MIO-150 and MIO-65 sections on the south | MIO-65 on north and south; MIO-160 in center (MIO-160 would be conditioned to 150’) |
| Central Campus Block | MIO-105 | MIO-240 on the W portion; MIO-105 on the central courtyard; MIO-65 on the SE corner; N, NE, and SW portion would remain at MIO-105 | MIO-160 on the mid-W portion; MIO-65 on the southeast corner; other areas (including the central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37’ and conditioned height would connect to 18th Avenue | Same as Alternative 11 - MIO-160 on the mid-W portion; MIO-65 on the southeast corner; other areas (including central courtyard) would remain at MIO-105; central courtyard heights would be conditioned to a height of 37’ and conditioned height would continue to connect to 18th Avenue |
| Half-block on east side of 18th | MIO-37 | MIO-50 | MIO-37 on north, MIO-50 on north-center section; MIO-37 on center section (conditioned to 15’); MIO-50 on south center section; MIO-37 on south | MIO-37 on north, MIO-50 on north-center section (conditioned to 45’); MIO-37 on center section (conditioned to 15’); MIO-37 on south center; MIO- |

Table 3.3-4 (Continued)
Proposed MIO Height Districts

| | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal Alternative 12 – Addition of 1.55 Million Gross SF |
|--|--------------------------|--|--|---|
| | | | | 50(conditioned to 45') in the next section to the south; and south sections; MIO-37 on south edge |

Redevelopment of the properties along east side of 18th Avenue would intensify development on this half-block by displacing the existing lowrise institutional use (St. Joseph’s Baby Corner), surface parking, and two vacant structures. The existing MIO height limit is 37 feet; existing buildings are less than 37 feet high. With Alternative 12, Swedish is proposing to develop new institutional buildings up to 45 feet in height in two sections of the half-block. Alternative 12 would differ from Alternative 8 in that Swedish is proposing to establish MIO-37 height districts on the north, center, and south portions of the half-block, as compared to a MIO-50 for the entire half-block proposed under Alternative 8. Additionally for Alternative 12, Swedish is proposing to condition the height of the center portion to 15 feet.

The new MIO height districts would allow increased height limits above what currently exists on the campus and accommodate the addition of approximately 1.55 million gross SF (Alternatives 11 or 12) to 1.9 million gross SF (Alternative 8) (see specific zoning under a discussion of each Build Alternative below). Swedish is proposing to build higher rather than expand its campus, to develop new space required for the changing technological and patient care needs (e.g., larger patient rooms and full build out of its licensed bed count of 385 beds). Swedish has stated that they need flexibility to meet anticipated needs based on other pressures such as healthcare reform, a growing and aging population, and the need to replace existing buildings on campus to meet required facility upgrades.

MIO Boundary

There is no boundary expansion proposed. All proposed height changes would be within the existing campus boundary.

Street Vacation

No street vacations are proposed.

Skybridge and Tunnel

Alternatives 8, 11, and 12 would include retaining the existing skybridge over 16th Avenue. However, the skybridge may be relocated to better align with new development. All Build Alternatives would include one service tunnel under 16th Avenue connecting new development. The skybridge and tunnel would be permitted under separate term permits to be requested at the time of development. These impacts are addressed in the City of Seattle Skybridge Term Permits and Significant Structure Term Permit below.

Site Access

Access to the central plaza, and the existing parking under the central plaza, would remain off of E Jefferson Street. Access to proposed underground parking on the west side of campus would be provided from 15th Avenue and 16th Avenue. Access to proposed parking under new development along E Cherry Street would be provided from 16th Avenue. Existing surface parking lots on the east side of 18th Avenue would be replaced with underground parking, and new garage access from 16th Avenue would be designed with proposed new development.

Alternative 8

Proposed Changes to MIO Districts

The following changes are proposed to the MIO districts for the campus under Alternative 8 (See Figure 3.3-6).

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-240. The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; the height district on the Seattle Medical and Rehab Center site would remain at MIO-65 but the height conditioned to the height of the existing building at 30 feet. The south portion would remain at MIO-65; the MIO-65 height district on the Carmack parcel would be conditioned down to 30 feet. Neither Swedish nor Sabey own this parcel and there are no plans to redevelopment the site under the MIMP.
2. In the central block of the campus, the center-west portion would be changed from MIO-105 to MIO-240, and the northeast portions facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would be changed from MIO-105 to MIO-65. The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned downward to a height of 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO would be changed from MIO-37 to MIO-50.

Impacts Specific to Alternative 8

Alternative 8 would result in the most intensive development and increased density of the three Build Alternatives due to the proposed 240-foot heights. All Build Alternatives concentrate the greatest heights in the central campus (where the concentration of the existing campus is located) and west campus (facing Seattle University). The area of campus that would be affected by the greatest amount of change is the half-block east of 18th Avenue between E Cherry and E Jefferson Streets. Swedish is proposing that approximately 200,000 gross SF, or 7.2 percent of the new development, be placed on the half-block. The open character of the surface parking/underdeveloped land, low level institutional building (St. Joseph's Baby Corner) and two vacant former single-family houses would be changed to an approximately 3- to 4-story institutional building with an underground parking garage. Setbacks from property lines and upper stories, building modulation, and landscape buffers would help provide some transition between markedly different scales of development.

16th and 18th Avenues would remain open and maintain circulation neighborhood cohesion in the north to south direction. Comments received from the public have indicated that 16th and 18th Avenues serve as important pedestrian and bicycle routes provide alternatives to major arterials.

Proposed height changes in the interior of the campus would increase development intensity. The Final MIMP and Design Guidelines included as an Appendix to the MIMP describes the opportunity to employ measures to promote the connectivity of the campus to the rest of the community including:

- Design medical facilities to concentrate height/bulk/scale and activity intensity toward the center of the campus with less development density as a transition toward the campus edges bordering residential uses
- Design buildings with scale-reducing elements that break-up massing and bulk and that address spill-over impacts such as light/glare, noise, and privacy intrusions
- Plan for a permeable campus that is not a barrier to neighborhood linkages
- Use landscaping for buffers and screening
- Provide usable open spaces that make visual connections between buildings and the landscape

Swedish proposes to integrate the campus with the surrounding community through improvements to pedestrian connections and perimeter improvements. Swedish has stated that it proposes to continue to serve as a community resource providing wellness education programs, meeting spaces, and other community outreach.

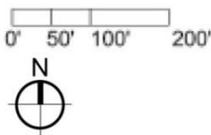
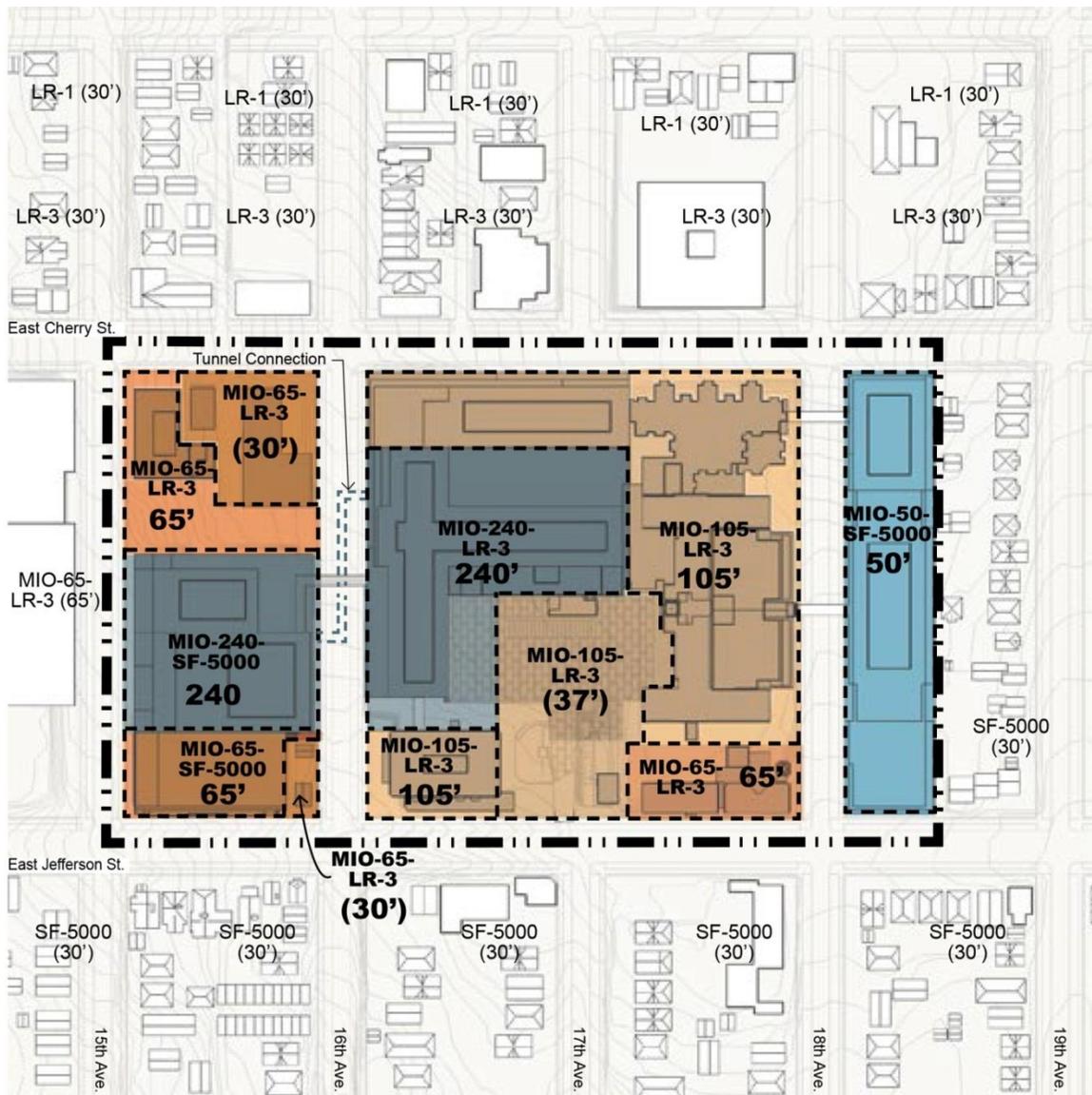
Uses in the surrounding community include predominantly residential to the north, east, and south along with Seattle University to the east; and other educational uses; neighborhood commercial uses; multi-family and single-family residential; open space; churches; public facilities (King County Youth Services and DSHS); and nonprofit organizations.

The underlying zoning for the existing campus includes both SF-5000 (south half of the west campus block and all of the half-block on the east side of 18th Avenue) and LR3 (remainder of the campus). Institutional uses are among the uses that are allowed in both single-family and LR3 zones. The institutional use would be considered compatible with existing and most surrounding land use. However, there are potential adverse impacts based on height, bulk, scale and the intensity of use especially in the transition between the eastern portion of campus and the adjacent single-family neighborhood. See Section 3.4 Aesthetics/Light, Glare and Shadows for the analysis of heights, bulk, and scale.

A criterion to approve locating or expanding the institution is to consider whether the bulk and siting meet the development standards of the underlying zoning, or whether a modification should be approved. In determining whether to approve a modification to the underlying development standards, the Director must balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area. For major institutions, the Director's analysis and recommendation on the proposed MIMP's development standards must be based, in part, on:

The extent to which buffers such as topographic features, freeways or large open spaces are present or transitional height limits are proposed to mitigate the difference between the height and scale of existing or proposed Major Institution development and that of adjoining areas. Transition may also be achieved through the provision of increased setbacks, articulation of structure facades, limits on structure height or bulk or increased spacing between structures (SMC 23.69.032 Master plan process, E.4.a).

See Section 3.4 Aesthetics/Light, Glare and Shadows for this analysis.



Legend of Planned Future Heights

| | | | |
|---------|--|-------------------|--|
| MIO-240 | | MIO-65 | |
| MIO-200 | | MIO-50 | |
| MIO-160 | | MIO-37 | |
| MIO-105 | | LR-3 | |
| MIO-90 | | SF-5000 | |
| | | MIO Site Boundary | |

Figure 3.3-6
Alternative 8

Alternative 11

Proposed Changes to MIO Districts

The following changes are proposed to the MIO districts for the campus under Alternative 11 (See Figure 3.3-7):

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned down to a height of 150 feet). The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; and the height district on the Seattle Medical and Rehab Center site would remain at MIO-65. The south portion would have a section of MIO-105, and the southern boundary would remain at MIO-65 including the MIO-65 height district on the Carmack parcel.
2. In the central block of the campus, the center-west portion would change from MIO-105 to MIO-160, and the northeast portions facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would change from MIO-105 to MIO-65 (conditioned down to a height of 40 feet). The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned down to 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO on the north half of the block would change from MIO-37 to MIO-50. The MIO-50 would be in two parcels with the northern of the two parcels conditioned to a height of 45 feet. The southern half of the block would remain MIO-37. The centermost portion of the east campus would have a height conditioned down to a maximum of 15 feet.

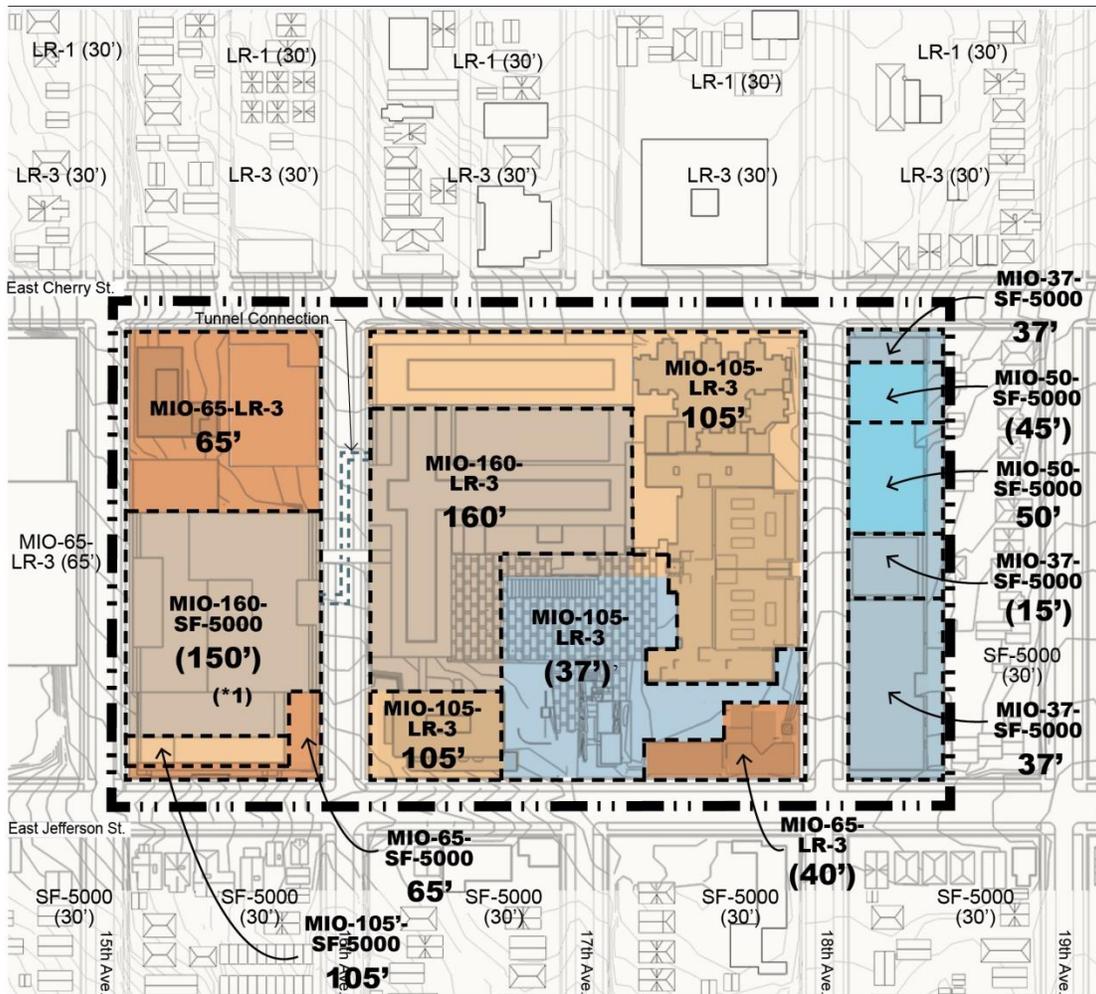
Impacts Specific to Alternative 11

Height, bulk and scale impacts of Alternative 11 are less than those for Alternative 8 in the following areas:

- On the west portion of the campus, the maximum height of 150 feet (MIO-160 conditioned to 150 feet) proposed for Alternative 11 is lower than the maximum MIO-240 proposed for Alternative 8, however the area proposed for the heights above MIO-65 would be larger than that proposed for Alternative 8.
- Alternative 11 shows lower heights and a greater rear setback between the east campus building and the adjacent single-family zoned properties and facing E Cherry and E Jefferson Streets than those proposed for Alternative 8. On the half-block on the east side of 18th Avenue, Swedish is proposing a 25-foot setback measured from the structure to the rear property line. No portion of the underground garage would extend above existing grade. There is also a center portion of the half block that is conditioned down to a 15-foot maximum height limit. Development planned for this portion of campus would be approximately 200,000 gross SF, the same as proposed for Alternative 8, however the lower heights that are proposed would likely reduce the amount of developable space in the location of campus as compared to Alternative 8.

- The proposed combination of 15-, 37-, 45- and 50-foot height limits for Alternative 11 are lower than those proposed for Alternative 8 for the east campus area.

As described above for Alternative 8, the institutional use is compatible with existing and most surrounding land uses. However, even with increased setbacks of Alternative 11, there are potential adverse impacts based on height, bulk, scale, and the intensity of use especially in the transition between east campus and the adjacent single-family neighborhood. See Section 3.4 Aesthetics/Light, Glare and Shadows for the analysis of height, bulk, and scale.



Legend of Planned Future Heights

| | | | |
|---------|--|-------------------|--|
| MIO-240 | | MIO-65 | |
| MIO-200 | | MIO-50 | |
| MIO-160 | | MIO-37 | |
| MIO-105 | | LR-3 | |
| MIO-90 | | SF-5000 | |
| | | MIO Site Boundary | |

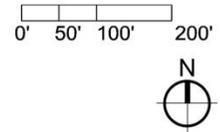


Figure 3.3-7
Alternative 11

Alternative 12

Proposed Changes to MIO Districts

The following changes are proposed to the MIO districts for the campus under Alternative 12 (See Figure 3.3-8):

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned down to a height of 150 feet). The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; and the height district on the Seattle Medical and Rehab Center site would remain at MIO-65. The south portion would remain at MIO-65 including the MIO-65 height district on the Carmack parcel.
2. In the central block of the campus, the center-west portion would change from MIO-105 to MIO-160, and the northeast portions facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would change from MIO-105 to MIO-65 (conditioned down to a height of 40 feet). The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned down to 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, two portions (one in north and one in south) would change from MIO-37 to MIO-50, both conditioned to 45 feet. The other portions of the block would remain MIO-37. The centermost portion of the east campus would have a height conditioned down to a maximum of 15 feet (same as Alternative 11).

Impacts Specific to Alternative 12

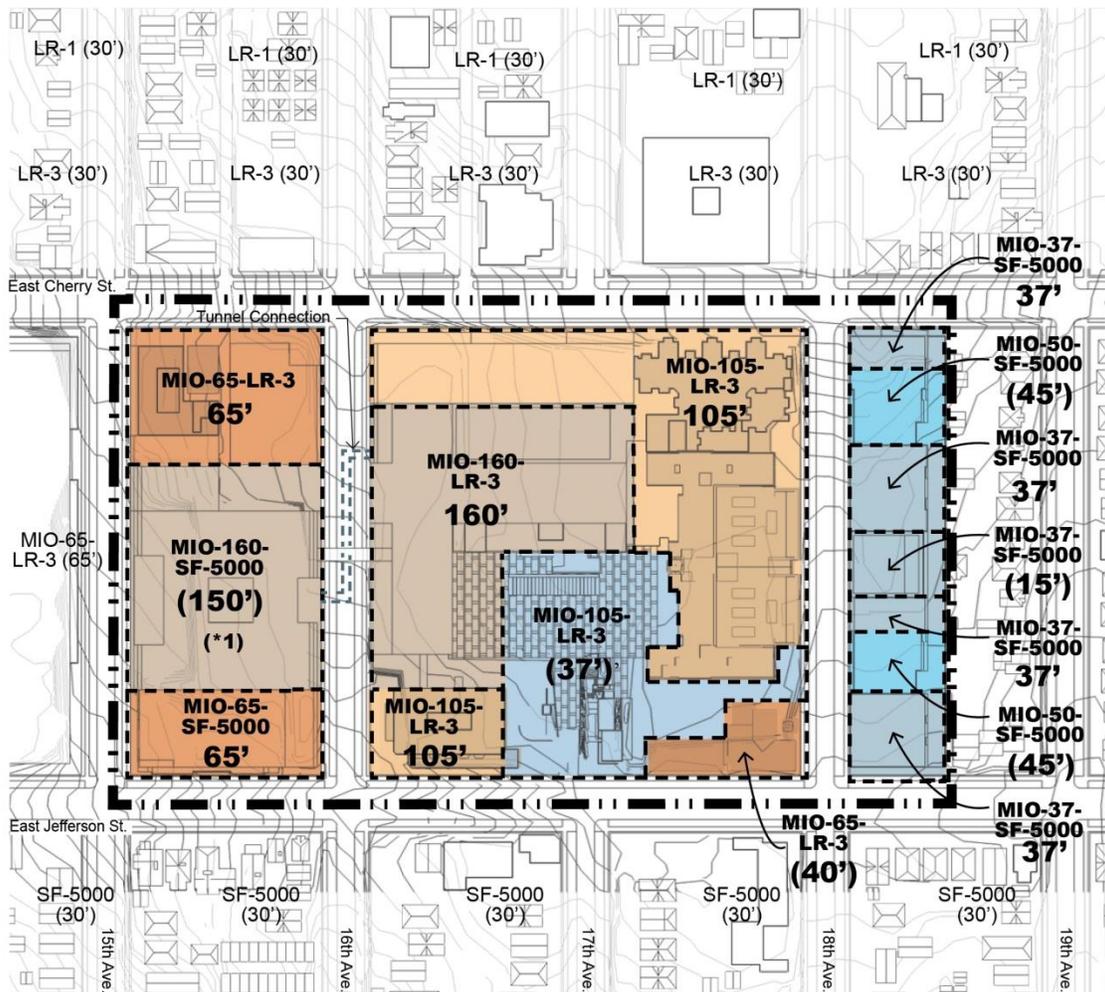
Height, bulk and scale impacts of Alternative 12 are less than or different from those for Alternatives 8 and 11 in the following areas:

- On the west portion of the campus, the maximum height of 150 feet (MIO-160 conditioned to 150 feet) proposed for Alternative 12 is lower than the maximum MIO-240 proposed for Alternative 8, and the area proposed for the heights above MIO-65 would be smaller than that proposed for Alternative 11.
- Alternative 12 shows lower heights and a greater rear setback between the east campus building and the adjacent single-family zoned properties and facing E Cherry and E Jefferson Streets than those proposed for Alternative 8. Similar to Alternative 11, Swedish is proposing two areas of MIO-50 (both conditioned to a height of 45 feet) however the second area is moved farther to the south when compared to Alternative 11. On the half-block on the east side of 18th Avenue, Swedish is proposing a 25-foot setback measured from the structure to the rear property line (same as Alternative 11). Also the same as Alternative 11, no portion of the underground garage would extend above existing grade. There is also a center portion of the half block that is conditioned down to a 15-foot maximum height limit. Development planned for this portion of campus would be approximately 200,000 gross SF, the same as proposed for Alternatives 8 and 11, however the lower heights that are proposed would likely reduce

the amount of developable space in the location of campus as compared to Alternative 8.

- The proposed combination of 15-, 37-, 45-foot height limits for Alternative 12 are lower than those proposed for Alternatives 8 or 11 for the east campus area.

As described above for Alternative 8, the institutional use is compatible with existing and most surrounding land uses. However, even with increased setbacks of Alternative 12, there are potential adverse impacts based on height, bulk, scale, and the intensity of use especially in the transition between east campus and the adjacent single-family neighborhood. See Section 3.4 Aesthetics/Light, Glare and Shadows for the analysis of height, bulk, and scale.



Legend of Planned Future Heights

| | | | |
|---------|--|-------------------|--|
| MIO-240 | | MIO-65 | |
| MIO-200 | | MIO-50 | |
| MIO-160 | | MIO-37 | |
| MIO-105 | | LR-3 | |
| MIO-90 | | SF-5000 | |
| | | MIO Site Boundary | |

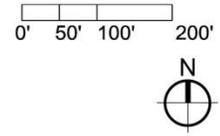


Figure 3.3-8
Alternative 12

3.3.4 Relationship to Adopted Land Use Plans, Policies, and Regulations

Information in this section addresses the relationship of the development alternatives to adopted land use plans, applicable policies, and regulations. Specific documents that are referenced include:

- City of Seattle Comprehensive Plan
- Central Area Neighborhood Plan
- City of Seattle Land Use Code

3.3.4.1 City of Seattle Comprehensive Plan

The Reader's Guide to the Comprehensive Plan includes a section called "Implementing the Plan" which provides an overview as to how the Plan is to be used: As a policy document, the Plan lays out general guidance for future City actions. Many of those actions are addressed in functional plans that focus on a particular aspect of City services, such as parks, transportation or drainage. Another way the City implements the Plan is through development regulations, primarily found in the City's zoning map and Land Use Code.

In the Reader's Guide to the Land Use Element, it is stated that:

The Growth Management Act requires that all comprehensive plans include a land use element. Policies guiding the City's zoning and development regulations can be found here. This includes general descriptions of the five major zoning categories - single-family, multi-family, commercial, industrial and downtown - as well as the rationale behind development regulations, such as height and density limits, parking and setback requirements. Zoning and development regulations are important tools for implementing the urban village strategy because they help to direct and control where and what type of development can occur. The element is divided into three major sections: one deals with policies that affect all areas of the city; a second describes the unique rules for each of the five zoning categories; and the third addresses special areas, such as shorelines, environmentally critical areas and major institutions. Detailed regulations that are used in reviewing individual development projects can be found in the City's Land Use Code.

Directions on how to apply the Comprehensive Plan are found on page xi:

The principal purpose of this Comprehensive Plan is to provide policies that guide the development of the City in the context of regional growth management. These policies can be looked to by citizens and by all levels of government in planning for growth. Specifically, the Plan will be used by the City of Seattle to help make decisions about proposed ordinances, policies and programs. Although the Plan will be used to direct the development of regulations which govern land use and development, the Plan will not be used to review applications for specific development projects except when reference to this Comprehensive Plan is expressly required by an applicable development regulation.

While consistency with the goals and policies of the Comprehensive Plan must be considered in the SEPA review, the Comprehensive Plan itself directs the decision-maker to use the regulations of the Land Use Code in reviewing an individual development project. Major institutions are regulated by SMC Section 23.69 (see Section 3.3.2.4).

There are two elements of the Comprehensive Plan containing policies that apply to major institutions, the Urban Village Element and the Land Use Element. Each applicable policy is discussed below.

Consistency with the Urban Villages Element of the Comprehensive Plan

Section A-2 Areas Outside of Centers and Villages

Swedish Cherry Hill is surrounded by Urban Centers and Villages, but is not within one. Applicable goals and policies of Section A-2 include UVG28 and policies UV35 through UV39. In the following paragraphs, each goal or policy is cited from the comprehensive plan and discussed in context of the proposal:

UVG28 *Support and maintain the positive qualities of areas outside of urban centers and villages.*

Discussion: The goal provides general guidance to reinforce and sustain characteristics of the neighborhood that people value. The Central District Plan and the CAC have identified the following positive qualities of the neighborhood surrounding Swedish Cherry Hill:

- The neighborhood is predominantly residential with a mix of mostly single-family homes and some lowrise multi-family structures.
- Community diversity in its population, topography, community businesses, and housing types.
- The neighborhood is rich in historical structures.
- The community has benefited from recent redevelopment including improvements to residential properties and access to small-scale commercial/retail uses in the community.

See the Neighborhood Planning section of this FEIS for the discussion of the goals and policies for the Central District that apply.

The proposed Final MIMP protects against encroachment into the single-family and multi-family neighborhoods by eliminating expansions of the existing boundary. The existing campus boundaries would be maintained, and Swedish has proposed to locate the greatest building heights away from the edges toward the center of the campus. Landscaped setbacks are proposed to provide transitions along the edges of campus from the proposed taller major institutional buildings to the residential uses adjacent to the MIO boundaries. Existing street rights-of-way provide transitions; however, the boundary along 18th Avenue abuts a single-family zone. Additional ground-level and upper-story setbacks are proposed between the MIO boundary and adjacent property lines. In determining whether to approve this modification to the underlying zoning development standard, the Director must determine whether the proposal represents a reasonable balance of the public benefits of the development and change with the need

to maintain livability and vitality of the adjacent neighborhoods. That determination will be made in the Director's Report and Recommendation.

Swedish Cherry Hill (formerly Providence Medical Center and Sisters of Providence) has stated they will continue its mission to promote the diversity of the community as a nonprofit community medical center that actively provides services to people of all economic means while promoting the institution as a leader in research and medical care. The hospital, through its 2005 renovation of James Tower that maintained the 1910 façade, helped maintain the historic character of structures within the neighborhood. To maintain and preserve the surrounding residential neighborhood, the Final MIMP accommodates all new growth within the existing MIO boundary, and provides a transition in heights between its eastern boundary and the adjacent single-family homes, with Alternative 12 providing the lowest heights in this area of campus. Both Alternatives 11 and 12 would provide a 25-foot setback from the rear of the property. In the southern portion of the central block, the existing MIO-105 on the southeast corner is proposed to be conditioned to a height of 40 feet for Alternatives 8, 11, and 12. All Alternatives would limit the height on the central plaza to a height of 37 feet. Building setbacks are also proposed to provide further transition to the surrounding neighborhood.

***UV35** Provide that the area of the city outside urban centers and villages remain primarily as residential and commercial areas with allowable densities similar to existing conditions, or as industrial areas, or major institutions.*

Discussion: Swedish Cherry Hill is an existing major institution located outside of an urban center or village. Policy UV35 allows that it may remain as a major institution in its current location. The implementation of Swedish Cherry Hill MIMP would increase density within the existing MIO. This change in intensity is an impact on the subject site and the immediate vicinity, and the EIS addresses mitigations for impacts to related elements of the environment, such as traffic and aesthetics. While the Final MIMP represents a departure from the neighborhood's existing residential and commercial densities within its institutional boundaries, the policy recognizes major institutions separately from residential and commercial areas. This policy allows for major institutions to be permitted outside of urban centers and villages.

***UV36** Protect single-family areas, both inside and outside of urban villages. Allow limited multi-family, commercial, and industrial uses outside of villages to support the surrounding area or to permit the existing character to remain.*

Discussion: Single-family areas are directly adjacent to the Swedish Cherry Hill campus across E Jefferson Street to the south, and on the eastern half of the block between 18th and 19th Avenues. To accommodate future growth, Swedish has proposed to increase MIO heights on the existing campus to avoid encroaching upon surrounding

single-family or multi-family areas by expanding its current boundary. The policy is silent on major institutions.

UV37 Recognize neighborhood anchors designated in adopted neighborhood plans as important community resources that provide a transit and service focus for those areas outside of urban villages.

Discussion: Swedish Cherry Hill is within the Central District Planning Area. The neighborhood anchors have been designated within the Central Area at 34th and Union and at Madison and Martin Luther King Jr. Way. Though Swedish Cherry Hill is not a neighborhood anchor, it is an important service provider and employer in the community. Its location and size supports a transit focus for its employees and helps to maintain transit service to the larger neighborhood along E Jefferson Street.

UV38 Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multi-family, commercial, and industrial areas outside of urban centers and villages and direct the greatest share of growth to the urban centers and villages.

Discussion: This policy speaks to the intent to focus new development primarily in areas that are identified as receptors for increased growth in accordance with the City's land use map and neighborhood plans. The development envisioned by the MIMP is not multi-family, commercial, or industrial. Nor is it comparable in scale to the general intensity of development in the surrounding area. The proposed 1.55 million gross SF (Alternatives 11 or 12) or 1.9 million gross SF (Alternative 8) increase would occur outside of any urban center or village. The policy does not address the development of major institutions, however the proposed Final MIMP appears to be inconsistent with this policy.

UV39 Accommodate growth consistent with adopted master plans for designated major institutions located throughout the city.

Discussion: As a major institution, any proposed growth must be in accordance with an adopted MIMP. Swedish Cherry Hill is a designated major institution and its MIMP has expired. Swedish has applied for City approval of a new MIMP to accommodate growth. If approved, its growth is subject to the provisions of its adopted plan.

Section B Distribution of Growth

Section B of the Urban Village Element addresses growth. In the general discussion, the plan states:

The urban village strategy directs Seattle's future growth primarily to areas designated as centers and villages. The greatest share of job growth will be accommodated in urban centers – areas that already function as high density,

concentrated employment centers with the greatest access to the regional transit network. Growth in industrial sector jobs will continue to be accommodated primarily within the two manufacturing/industrial centers where this activity is already securely established. Job growth will also occur in hub urban villages, which are distributed throughout the city to promote additional employment concentrations in areas easily accessible to the surrounding residential population, thereby locating jobs and services near where people live. The greatest share of residential growth will also be accommodated in urban centers, increasing opportunities for people to live close to work. The next most significant share of residential growth will be distributed among the various hub and residential urban villages throughout the city in amounts compatible with the existing development characteristics of individual areas. Modest growth will also be dispersed, generally at low density, in various areas outside centers and villages.

Discussion: This statement on growth allows for modest low-density growth outside of urban centers and villages. Considered in isolation, the goal appears to be at odds with the proposed development, as the site and vicinity are not located in an urban center or village, and the MIMP is not low-density development. While this language does not specifically rule out instances of high-density job growth outside of urban centers, it does establish a preference for locating such growth in established urban centers and urban villages.

Of the eight Urban Village goals that follow the general statement in Section B of the Urban Village element, seven goals (**UVG29; UVG30; UVG31; UVG 32; UVG33; UVG34; and UVG35**) focus on planning for growth within urban villages. Those seven goals do not apply to this proposal, as Swedish Cherry Hill is outside of any urban village or center.

The eighth goal is **UVG 36**: *Allow limited amounts of development in areas of the city outside urban centers and villages to maintain the general intensity of development that already characterizes these areas and to promote the targeted level of growth in village and center locations.*

Discussion: The proposed Final MIMP represents an intensification of development within the existing MIO boundary. The proposed addition of approximately 1.55 million gross SF (Alternatives 11 and 12) to 1.9 million gross SF (Alternative 8) does not appear to constitute a “limited amount of development” and would therefore be inconsistent with this goal.

Six policies (**UV40, UV41, UV42, UV43, UV44, and UV45**) correspond to the goals in Section B. All are aimed at planning for, maintaining, and adjusting growth targets within urban villages. These policies do not apply to the subject site or the proposed Final MIMP.

Section C Open Space Network and Section D Annexation

Sections C and D of the Urban Village Element address open space networks and annexation and do not apply to the proposed Final MIMP.

Consistency with the Land Use Element of the Comprehensive Plan

The Land Use Element of the Comprehensive Plan comprises three sections: A, Citywide Land Use Policies; B, Land Use Categories; and C, Location-Specific Land Use Policies.

Section A, Citywide Land Use Policies

LU6 *In order to focus future growth, consistent with the urban village strategy, limit higher intensity zoning designations to urban centers, urban villages, and manufacturing/ industrial centers. Limit zoning with height limits that are significantly higher than those found in single-family areas to urban centers, urban villages, and manufacturing/ industrial centers and to those areas outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or with the existing built character of the area.*

To paraphrase, LU6 directs the City to limit zoning with height limits that are significantly higher than those found in single-family areas to those areas outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or with the existing built character of the area.

Discussion: Swedish Cherry Hill is not within an urban center, an urban village, or a manufacturing/industrial center. There is an adopted neighborhood plan for the area: Central District Neighborhood Plan. See Section 3.3.2.1 for a discussion of the neighborhood context and discussion below concerning the area's neighborhood plan.

Swedish Cherry Hill is a designated major institution within an adopted major institution overlay district, and has asked for City approval of a new MIMP with increased height limits. As the proposed Final MIMP identifies heights that exceed heights designated under the existing MIO, the City must consider the new limits in accordance with criteria in SMC 23.69 Major Institution Overlay District, SMC 23.45 Multi-family, and 23.34 Amendments to Official Land Use Map (Rezoning); specifically, 23.34.124 Designation of MIO districts.

Across Cherry Street, to the north, there are 2- and 3-story buildings (zoned LR3 with 30-foot height limits); and across Jefferson, to the south, the buildings are of a similar scale (zoned SF-5000 with 30-foot height limits and a mix of multi-family, single-family, and some neighborhood commercial uses). The portion of Seattle University immediately to the west of the Swedish Cherry Hill campus has a height limit of 65 feet (MIO-65-LR3). The area to the east of the campus is a single-family neighborhood with a 30-foot height limit (zoned SF-5000-30).

The existing campus height limits are in three categories 37 feet, 105 feet, and 65 feet (from west to east):

1. The western portion of the campus between 15th and 16th Avenues has a height limit of 65 feet for both the areas zoned MIO-65-LR3 (Northwest Kidney Center and Seattle Medical & Rehab) and MIO-65-SF-5000 (parking garages and the Carmack House).
2. The central portion of the campus between 16th and 18th Avenues has a height limit of 105 feet.
3. The eastern portion of the campus across from the single-family area has an existing height limit of 37 feet. The adjacent single-family zone has a height limit of 30 feet.

Swedish is proposing to change the MIO height districts. Figures 3.3-6 through 3.3-8 present each alternative with its proposed height limit.

Height Limits for Alternative 8 are proposed as follows:

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-240. The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; the height district on the Seattle Medical and Rehab Center site would remain at MIO-65 but the height conditioned to the height of the existing building at 30 feet. The south portion would remain at MIO-65; the MIO-65 height district on the Carmack parcel would be conditioned down to 30 feet. Neither Swedish nor Sabey own this parcel and there are no plans to redevelopment the site under the MIMP.
2. In the central block of the campus, the center-west portion would be changed from MIO-105 to MIO-240 and the northeast portions, facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would change from MIO-105 to MIO-65. The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned downward to a height of 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO would be changed from MIO-37 to MIO-50.

Height Limits for Alternative 11 are proposed as follows:

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned to a height of 150 feet). The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; and the height district on the Seattle Medical and Rehab Center site would remain at MIO-65. The south portion would have a section of MIO-105, and the southern boundary would remain at MIO-65 including the MIO-65 height district on the Carmack parcel.

2. In the central block of the campus, the center-west portion would be changed from MIO-105 to MIO-160, and the northeast portions facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would be changed from MIO-105 to MIO-65 (conditioned to a height of 40 feet). The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned downward to a height of 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO on the north half of the block would be changed from MIO-37 to MIO-50. The MIO-50 would be in two parcels with the northern of the two parcels conditioned to a height of 45 feet. The southern half of the block which would remain MIO-37. The centermost portion of the east campus building would have heights conditioned to a maximum of 15 feet.

Height Limits for Alternative 12 are proposed as follows:

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned to a height of 150 feet). The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; and the height district on the Seattle Medical and Rehab Center site would remain at MIO-65. The south portion would remain at MIO-65 including the MIO-65 height district on the Carmack parcel.
2. In the central block of the campus, the center-west portion would be changed from MIO-105 to MIO-160, and the northeast portions facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would be changed from MIO-105 to MIO-65 (conditioned to a height of 40 feet). The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned downward to a height of 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, two portions of the MIO would be changed from MIO-37 to MIO-50. The MIO-50 would be in two parcels with the both parcels conditioned to a height of 45 feet. The centermost portion of the east campus building would have heights conditioned to a maximum of 15 feet.

As described above the surrounding areas are zoned single-family and LR3, and both have 30-foot height limits. Swedish has proposed maintaining existing MIO heights (MIO-65, MIO-105, and MIO-37) along the northern boundary in Alternatives 11 and 12, and lower heights and setbacks along its eastern edge to provide a transition between the major institution and surrounding lower residential uses. Alternative 12 shows lower heights than those proposed for either Alternative 8 or 11. On the half-block on the east side of 18th Avenue, Swedish is proposing 25-foot structure setback measured from the east property line. Alternative 12, includes an additional 5-foot setback (a total 30-foot setback) for portions of the structure above 37 feet in height.

The Final MIMP's proposed greater heights and more densely developed MIO is generally inconsistent with policies that apply to areas zoned for single-family and lowrise residential development. The proposed height limits would be substantially higher than the 30-foot height of structures that define the neighborhoods' existing character.

Setbacks, modulation and design guidelines are proposed to mitigate the increased heights and to provide a transition between the two uses. Alternatives 11 and 12 provide lower heights and greater setbacks on the east side of campus. On its eastern edge, abutting the rear yards of single-family homes, in Alternatives 11 and 12 Swedish is proposing a building setback of 25 feet (equal to the required minimum rear yard depth for single-family development), and to condition the center of the development to a height of 15 feet.

The Final EIS describes the specific height, bulk, and scale of the alternatives, their impacts, and the setbacks proposed for each alternative in Section 3.4 Aesthetics.

Section B-1, Land Use Categories, Single-family Areas

Swedish is not proposing to expand into any areas currently designated single-family. There are two portions of the existing campus that overlay land zoned for single-family use: the southern portion of west campus currently occupied by the south and west parking garages and the Carmack House; and the east campus area (the half-block on the east side of 18th Avenue) currently occupied by surface parking, St. Joseph's Baby Corner, and two vacant buildings. The proposed Final MIMP includes MIO height districts in both locations that are greater than the height limit allowed for single-family, and would modify the underlying single-family development standards.

There are three goals in Section B-1: LUG8, LUG9, and LUG10. LUG10 is related to housing development and is not applicable to the proposal.

LUG8 Preserve and protect low-density, single-family neighborhoods that provide opportunities for home-ownership, that are attractive to households with children and other residents, that provide residents with privacy and open spaces immediately accessible to residents, and where the amount of impervious surface can be limited.

LUG9 Preserve the character of single-family residential areas and discourage the demolition of single-family residences and displacement of residents, in a way that encourages rehabilitation and provides housing opportunities throughout the city. The character of single-family areas includes use, development, and density characteristics.

Discussion: Implementation of the MIMP would require demolition of two structures that were previously used as single-family residences on 18th Avenue and permanently remove these buildings and the rest of the east side of the campus from the potential

housing stock. These units have been within the existing MIO and vacant for years; there would be no displacement of residents. No additional single-family-zoned land would be required for the development of Swedish Cherry Hill. The Final MIMP's access points will remain off E Jefferson with parking access off 16th Avenue away from the single-family areas. The Final MIMP locates the most intensive new development away from nearby single-family areas, oriented toward the western side of the campus facing Seattle University, thus lessening the impact on the adjacent single-family neighborhoods. The Final MIMP is consistent with these goals in that it does not directly displace residents or encroach upon residential areas through expansion of the existing institutional boundary. The Final MIMP is inconsistent with these goals in that it does not provide any permanent housing and would contrast with the character of adjacent single-family areas.

There are four policies that address the location or designation of single-family areas: LU57 directs the designation of areas containing predominantly single-family structures, and enough space to maintain low-density development, as single-family areas; LU58 directs that a range of single-family zoning be used; LU59 describes the criteria to be used in approving an up-zone of single-family; and LU60 describes when to apply small-lot single-family zoning. The underlying zoning would remain as single-family; these policies are not relevant to the proposal.

There are five policies related to single-family residential use: LU61 through LU65. The existing and proposed use is major institution; and none of these policies apply to the proposal.

There are two policies related to minimum lot size for single-family lots: LU66 and LU67. These policies do not apply to the proposal.

There are two policies related to bulk and siting of single-family residences (LU68 and LU69) and one policy related to height limitations on single-family structures (LU70). The proposal is not for single-family residences and no single-family structures are proposed. Therefore, none of these policies applies to the proposal.

Section B-2, Land Use Categories, Multi-family Residential Areas

Swedish is not proposing to expand into any areas currently designated for multi-family residential use (LR1 and LR3). There are two areas of campus that overlay LR3 zoning: the northern portion of west campus currently occupied by the Northwest Kidney Center and the Seattle Medical & Rehab Center; and the entire central campus area currently occupied by hospital buildings. The proposed Final MIMP includes MIO height districts in both locations that are greater than the height limits allowed for LR3 and would modify the underlying LR3 development standards.

There are six policies pertaining to the designation of multi-family areas (LU71 through LU76). These policies do not apply since this proposal does not change or eliminate any zoning classifications.

There are three multi-family residential use policies, LU77 through LU79. Policy LU79 does not apply as the proposed use is not commercial.

LU77 *Establish multi-family residential use as the predominant use in multi-family areas, to preserve the character of multi-family residential areas and preserve development opportunities for multi-family use.*

LU78 *Limit the number and type of non-residential uses permitted in multi-family residential areas to protect these areas from negative impacts of incompatible uses.*

Discussion: North of E Cherry Street, the land is zoned multi-family (LR3 and LR1) with multi-family residential and commercial/office as the predominant use. A large portion of the existing campus has an underlying zoning classification of LR3. Current processes are in place to protect these areas from negative impacts: institution uses are allowed or are permitted outright in LR zones if such uses meet standards, or if the use requires an administrative conditional use or master plan to modify development standards.

As framework language for zoning regulations, this policy seeks to focus the rules for multi-family zones on their principal purpose, to provide for residential uses. In the context of the Swedish application for rezones and its MIMP, the multi-family residential zone would be overlain with a MIO, subject to additional policies.

The vicinity is characterized by predominantly single-family residences and some lowrise multi-family. A diversity of uses and intensities of development are located west of the campus. The Final MIMP represents an increase in the scale and intensity of development on the existing campus, with proposed mitigation intended to address many of the analyzed impacts. The proposed Final MIMP does not reduce the area devoted to multi-family residential use, and institutional use is considered compatible with residential use.

Alternatives 8, 11, and 12 would be consistent with these goals.

Goals and policies contained in Section B-2 that are specific to the development of multi-family housing are not applicable to this proposal: density limits policies; multi-family development standards policies; low-density multi-family areas goals and policies; moderate-density multi-family areas goals and policies; and high-density multi-family areas goals and policies.

Section C, Location-Specific Land Use Policies

Section C, Location-Specific Land Use policies states that:

“The basic zoning categories described in Section B, are augmented here by policies that respond to specific characteristics of an area.” For example, historic districts are governed by a basic zoning category as well as regulations that respond to the unique

historic characteristics of an area. This section provides the policy foundation to guide how the City adjusts its regulations to respond to unique environments, particularly those created by: major institutions, historic districts and landmarks, environmentally critical areas and shorelines.

There is one overarching goal listed in Section C:

LU179 *Provide flexibility in, or supplement, standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, airport height districts, historic landmark and special review districts, major institutions, subarea plan districts, areas around high capacity transit stations, and other appropriate locations.*

Discussion: The proposed MIMP is an application to supplement the standard zone provisions to achieve special public purposes for a major institution. The proposal is consistent with this goal.

The first policy, LU178, promotes the integration of high-capacity transit stations into surrounding neighborhoods. This policy does not apply. The second policy, LU179, does apply.

LU179 *Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single-family areas. Overlays may be established through neighborhood planning.*

Discussion: Because of the impacts of development on surrounding communities, establishing Major Institution boundaries and adopting MIMPs are an issue of significant public interest to the surrounding community. The underlying zoning of the existing campus is single-family and multi-family. The bulk of the new development proposed for the Build Alternatives would be on the central campus area, which is zoned multi-family. The area of campus that will be affected by the greatest amount of change is the half-block east of 18th Avenue between E Cherry and E Jefferson Streets. The open character of the surface parking/underdeveloped land, low-level institutional building (St. Joseph's Baby Corner) and two (vacant) former single-family houses would be changed to approximately 3- to 4-story institutional buildings. There would be an increase in density on the existing campus, which is located inside the existing MIO. As a portion of the underlying zone of the existing campus is single-family, increased density on the hospital campus would be characterized as inconsistent with this policy.

Section C-1, Major Institution Goals and Policies

As stated in the introduction to C-1:

Hospitals and higher educational facilities play an important role in Seattle. Institutions containing these facilities provide needed health and educational services to the citizens of Seattle and the region. They also contribute to employment opportunities and to the

overall diversification of the city's economy. However, when located in or adjacent to residential and pedestrian-oriented commercial areas, the activities and facilities of major institutions can have negative impacts such as traffic generation, loss of housing, displacement and incompatible physical development. These policies provide a foundation for the City's approach to balancing the growth of these institutions with the need to maintain the livability of the surrounding neighborhoods.

There are four goals listed, LUG32 through LUG35:

LUG32 *Maximize the public benefits of major institutions, including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.*

Discussion: Swedish has stated that they need to intensify development in order to increase its services in accordance with its mission. Swedish is not proposing a geographic expansion of the existing boundaries. The Final MIMP and Final EIS discuss mitigation measures for each element of the environment intended to minimize the adverse impacts associated with development. In the Final MIMP, Swedish has proposed only one Alternative, Alternative 12. The proposed heights, setbacks and other design features proposed in Alternative 12 help to minimize the impacts, however the impacts of height, bulk and scale would still be adverse relative to the surrounding 30-foot height limited of the SR-5000 and LR3 zones. The proposal is consistent with this goal.

LUG33 *Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.*

Discussion: As an indicator of the economic benefit of Swedish Cherry Hill to the City and the region, Swedish identified 2012 expenditures including \$1.018 billion in employee salaries and benefits and over \$653 million in operating expenses. Swedish Medical Centers are also a leader in charitable (i.e., uncompensated) care donating over \$35 million in 2012 (Swedish 2012). The proposal would allow for additional space, services, and staff. The proposal is consistent with this goal.

LUG34 *Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.*

Discussion: Swedish Hospital has stated that its intent in requesting a new MIMP is to provide the Medical Center with the ability to continue to change and provide services valued by the public. In determining whether to recommend approval of the proposed MIMP, the Director must determine whether the proposal represents a reasonable balance of the public benefits of the development and change with the need to maintain livability and vitality of the adjacent neighborhoods. That determination will be made in the Director's Report and Recommendation.

LUG35 *Promote the integration of institutional development with the function and character of surrounding communities in the overall planning for urban centers.*

Discussion: Swedish Cherry Hill is not within an urban center, so not part of the overall planning for urban centers. Nonetheless, public comment identified issues related to the hospital's continued development and the neighborhood's function and character; such as transitions in scale, construction noise, and increased traffic volumes. The EIS analyzes these impacts and identifies mitigation. The hospital has existed in its current location for over 100 years. The scale of both the existing and proposed buildings is more intense than the surrounding neighborhood character, and that aspect of the proposal is inconsistent with the goal. The proposed Final MIMP incorporates setbacks as proposed by Swedish to establish an appropriate pedestrian scale and transition to surrounding neighborhoods and minimize impacts to the character of surrounding communities. Design Guidelines have been included as an Appendix to the Master Plan with proposed design measures for the campus edges to improve integration with the character of the surrounding neighborhood. An analysis of the height, bulk, and scale impacts is included in Section 3.4 of this FEIS.

The goals are followed by 12 general policies for major institutions, **LU180** through **LU191**:

LU180 *Designate the campuses of large hospitals, colleges and universities as Major Institutions to recognize that a separate public process is used to define appropriate uses in the areas.*

Discussion: The Swedish Cherry Hill campus contains a large hospital and the campus is designated as a Major Institution. The MIMP process in SMC 23.69 has been established as the process to permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development. The proposal is consistent with this policy.

LU181 *Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones.*

Discussion: Swedish Cherry Hill is a designated Major Institution within an adopted MIO district. The proposed MIMP would replace an expired MIMP adopted by the Seattle City Council by Ordinance 117238 on August 2, 1994. Swedish has submitted a Final Master Plan which includes changes to the existing MIO height districts. The process applied to review and approval of a new MIMP is consistent with this policy.

LU182 *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.*

Discussion: City Council approved the prior Swedish Cherry Hill MIMP and MIOs in 1994. In that approval process, the City Council, as the decision-maker, permitted Swedish Cherry Hill to grow within boundaries while minimizing the adverse impacts associated with development. The 1994 MIMP has expired and a new MIMP is proposed. As part of the review by DPD, the Hearing Examiner, and ultimately the decision by City Council, will have to balance the public benefits of the institution, and the proposed needs of the institution with the need to maintain the livability and vitality of adjacent neighborhoods.

LU183 Allow modifications to the underlying zone provisions in order to allow major institutions to thrive while ensuring that impacts of development on the surrounding neighborhood are satisfactorily mitigated.

Discussion: The Final MIMP and the Final EIS contain a number of design features and mitigation measures intended to mitigate the impacts of development on the surrounding neighborhood. Proposed MIO development standards are distinct from the provisions of the underlying zoning, in order to provide increased flexibility for major institution growth, as well as clear provisions to identify the siting of future development. The Final EIS summarizes the mitigation measures in Table 1-2, and significant unavoidable adverse impacts are summarized in Table 1-4. The City Council will decide whether to allow the modifications to the underlying zone provisions.

LU184 Allow all functionally integrated major institution uses within each overlay district, provided the development standards of the underlying zone are met. Permit development standards specifically tailored for the major institution and its surrounding area within the overlay district through a master plan process.

Discussion: Uses functionally related to Swedish Cherry Hill are permitted within its existing MIO boundary. Consistent with the process described in this policy, Swedish has requested approval for development standards specifically tailored to its needs to allow future development within its existing boundary. City Council will decide whether to approve the development standards as part of the MIMP approval process.

LU185 Allow modification of use restrictions and parking requirements of the underlying zoning by the overlay to accommodate the changing needs of major institutions, provide flexibility for development and encourage a high-quality environment. Allow modification of the development standards and other requirements of the underlying zoning by an adopted master plan.

Discussion: Swedish has requested that the City allow modifications of development standards from the underlying single-family and multi-family zoning through the MIMP to accommodate institutional buildings, and to provide flexibility for current and future development. The proposed on-campus parking would meet the parking standards for major institutions. The request for modifications is consistent with this policy. The City

Council will decide whether the requested modifications to development standards are to be approved.

LU186 *Discourage the expansion of established major institution boundaries.*

Discussion: All alternatives currently under consideration maintain the boundary of the existing MIO. The Final Master Plan is consistent with this policy.

LU187 *Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.*

Discussion: The DON worked with Swedish to develop a list of potential CAC members. The Notice of Intent, required under the Land Use Code to form the CAC, was published in the City's Land Use Information Bulletin. In addition, outreach to stakeholders in the residential and business community occurred to develop potential members. As required, the majority of CAC membership is made up of community members from adjacent neighborhoods that have no direct economic relationship with the institution with the exception of one Swedish Medical Center non-management representative. Finally, the CAC was appointed by the Mayor and City Council. Since its inception, some CAC members have resigned, and DON has worked to fill vacancies both among permanent and alternative members.

Members have experience in such areas as neighborhood organization and issues, land use and zoning, architecture, landscape architecture, economic development, building development and educational or medical services. CAC members apply this experience to provide a balanced representative group. The voting members are staffed by the DON with the cooperation and assistance of Swedish Medical Center. Technical assistance is provided by the DPD, the DON, and the Seattle Department of Transportation (SDOT).

The CAC considered the comments from the public in their discussions and will continue to do so as it prepares its recommendation on the MIMP process and consideration of alternatives.

In addition to the CAC meetings, Swedish has held public open houses to share information and provided updates to the MIMP on the Swedish Medical Center website. There has been significant community involvement in the development, monitoring, implementation and amendment of the proposed Final MIMP, and this involvement will continue throughout the process toward a decision. The process being followed is consistent with this policy.

LU188 *Encourage Advisory Committee participation throughout the process of revision, amendment and refinement of the master plan proposal.*

Discussion: The CAC has actively participated in the revision and refinement process. Through October 2014, the CAC has met 22 times, and anticipates approximately a total of 28 meetings by the time they reach their recommendation. Meetings are taking place every 1 to 2 months and in some months, 2 meetings have been and are anticipated to be held. The process involves the CAC during the development of the Draft and Final MIMP and Draft EIS. Swedish modified its initial concept plan in response to the CAC's comments and concerns, and has modified its Draft MIMP in response to comments. The proposed Final MIMP reflects additional modifications to alternatives with the elimination of previous alternatives and inclusion of a new alternative, Alternative 12. Consistent with this policy, the CAC's continued participation has been encouraged by both the City and Swedish.

***LU189** Require preparation of either a master plan or a revision to the appropriate existing master plan when a major development is proposed that is part of a major institution, and does not conform with the underlying zoning and is not included in an existing master plan.*

Discussion: The Swedish Cherry Hill 1994 MIMP has expired. To accommodate new development within the existing MIO, a new MIMP is required. Swedish has submitted a Draft and Final MIMP for City approval. This is consistent with this policy.

Policies **LU190** and **LU191** provide for the establishment of new major institutions, and the location of new institutions. Neither policy is applicable to this proposal as Swedish Cherry Hill is an existing designated Major Institution located in an area designated as "major institution."

There is one use policy, **LU192**:

***LU192** Define all uses that are functionally integrated with, or substantively related to, the central mission of the major institution or that primarily and directly serve the users of the institution as major institution uses and permit these uses in the Major Institution Overlay district, subject to the provisions of this policy, and in accordance with the development standards of the underlying zoning classifications or adopted master plan.*

Discussion: All existing uses at Swedish Cherry Hill are functionally integrated with, or substantially related to, the central mission of Swedish Cherry Hill as a major institution; and are permitted uses in the MIO districts. The Carmack House is located within the MIO boundary and, as a residential use, is allowed pursuant to underlying zoning. The City has defined the uses that are allowed in a MIO in the Land Use Code (SMC 23.69.088). New development will be reviewed for consistency with the Final MIMP and be a permitted use as defined in the Land Use Code.

There are two policies on development standards for major institutions: **LU193** and **LU194**:

***LU193** Apply the development standards of the underlying zoning classification for height, density, bulk, setbacks, coverage and landscaping for institutions to all major institution development, except for specific standards altered by a master plan.*

Discussion: The underlying zoning for the existing campus is SF-5000 and LR3. In single-family zones, institutions (e.g., community centers, schools, religious facilities, and libraries) are allowed through conditional use approval. Hospitals are only allowed in single-family zones through the approval of a MIMP.

The applicable development standards for institutions are codified in SMC 23.44.022. Section D states, “New or expanding institutions in single-family zones shall meet the development standards for uses permitted outright in Section 23.44.008 through 23.44.016 unless modified elsewhere in this section or in a Major Institution Master Plan.” Swedish Cherry Hill is not a new institution, but would be expanding in a single-family or multi-family zone by adding additional square-footage and height.

The underlying zoning regulates height, yard requirements, and lot coverage. The Final MIMP proposes the following general modifications to underlying development standards (e.g., height, setbacks, and lot coverage):

- Remove the maximum lot coverage of 35 percent
- Establish heights pursuant to MIO zones listed in SMC 23.69.004 Major Institution Overlay District Established
- Allow the establishment of building setbacks in lieu of yards
- Change the single-family zone requirements for garage setbacks and entrance widths
- Allow for long-term care facilities to be constructed within the overall development standards for the MIMP
- Allow an unmodulated façade width maximum of 150 feet
- Allow the structure depth to be limited by setbacks measured from property lines

In determining whether to approve this modification to the underlying zoning development standard, the Director must determine whether the proposal represents a reasonable balance of the public benefits of the development and change with the need to maintain livability and vitality of the adjacent neighborhoods. That determination will be made in the Director’s Report and Recommendation.

LU194 *The need for appropriate transition shall be a primary consideration in determining setbacks.*

Discussion: In their Final MIMP, Swedish has proposed setbacks with the stated intent to establish an appropriate pedestrian scale and transition to the surrounding neighborhood. The proposed setbacks are the same for both Alternatives 11 and 12 on the half-block on 18th Avenue. Compared to Alternative 8, Alternatives 11 and 12 would have greater setbacks on the north, south, and east sides on the half-block on 18th Avenue; but a smaller setback on the east side facing 18th Avenue. An analysis of the height, bulk and scale impacts of each Build Alternative is included in Section 3.4. In

many locations, the proposed setbacks are the same as those that existed in the expired 1994 MIMP, but they are less than those that would be required for front, rear, or side yards in the underlying zoning. Swedish has asked for a modification to those yard requirements and approval of the proposed setbacks. In determining whether to approve this modification to the underlying zoning development standard, the Director must determine whether the proposal represents a reasonable balance of the public benefits of the development and change with the need to maintain livability and vitality of the adjacent neighborhoods. That determination will be made in the Director's Report and Recommendation.

There are four policies that address parking standards for Major Institutions:

***LU195** Establish minimum parking requirements in MIO districts to meet the needs of the major institution and minimize parking demand in the adjacent areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single occupancy vehicles (SOV).*

Discussion: Swedish has proposed to meet the Land Use Code required minimum parking amounts. The 1994 approved MIMP allowed for 1,725 parking spaces; 1,510 parking spaces have been developed. The minimum parking supply requirement is based on a combination of numbers of employees, beds, outpatients, and auditorium seating. The maximum allowed parking supply is 135 percent of the calculated required minimum. Table 12 of the Transportation Report (Appendix C to this FEIS) shows the required minimum spaces for Alternative 8 calculated to be 1,935 spaces, and the maximum calculated to be 2,612. For Alternatives 11 and 12, the calculated minimum would be 1,887 spaces and the maximum calculated to be 2,547 (Table 17 of Appendix C). Swedish is proposing to provide up to a total of 2,310 spaces (800 new) for Alternative 8 or 2,245 for Alternatives 11 or 12 (735 new) on campus. The proposed number of parking spaces is below the maximum number allowed by the Land Use Code, and the proposal is consistent with this policy.

***LU196** Allow short-term or long-term parking space provisions to be modified as part of a Transportation Management Program (TMP).*

Discussion: Swedish has proposed a number of parking spaces that is within the Land Use Code maximum. No modification to the short-term or long-term parking space provisions is requested.

***LU197** Allow an increase to the number of permitted spaces only when an increase is necessary to reduce parking demand on streets in surrounding areas and is compatible with goals to minimize traffic congestion in the area.*

Discussion: Swedish is proposing that the number of parking spaces on campus be below the maximum number of permitted spaces. No increase to the number of permitted spaces is being requested.

LU198 Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives, seek to reduce the number of SOVs used by employees and students to reach the campus at peak times.

Discussion: Swedish's current TMP goal is 50 percent SOV, and the 2012 CTR survey indicates Swedish Cherry Hill currently exceeds the goal with SOV use at 57 percent. The current TMP includes the following features:

- Establish and continuously maintain a Building Transportation Coordinator
- Provide a transit subsidy equal to 50 percent of the cost of an Orca Passport for both bus and ferry
- Provide preferential parking for vanpool and carpools, carpools of three or more people or vanpools park on campus at no cost
- Provide off-street parking for SOV at a monthly fee equal to or greater than the market rate for peak period one-zone monthly transit passes
- Provide weather protected and secured bicycle parking
- Subsidize the cost of the restricted parking zone (RPZ) stickers for areas surrounding the campus
- Encourage and support alternative work schedules, where possible
- Participate in the guaranteed ride home program
- Conduct one to three transportation fairs per year on-campus to promote the trip reduction programs
- Provide a flex-car program on campus
- Operate an inter-campus shuttle (see additional discussion in the Affected Environment)

To reduce SOV use, and prevent parking on nearby adjacent streets, Swedish has proposed the following program elements intended to adjust the transportation patterns and habits of the larger employee groups on campus, as well as those of the auxiliary uses that operate on the Swedish Cherry Hill campus. The program elements that are currently utilized and proposed as part of the updated TMP include:

- Transit Incentives – Increased levels of incentives, communication regarding schedules, and enhanced facilities
- Alternative Modes – Promote the use of alternative travel modes, such as bicycle and walking through improved onsite facilities and incentive programs
- HOV Incentives – Promote HOV programs through incentives for carpools/vanpools, preferred parking, and utilization of rideshare programs

- Parking Management Programs – Consider alternative payment technologies, parking policies, review of RPZ designations, and other programs to reduce spillover into the adjacent neighborhoods
- Intercampus Shuttle – Increase free shuttle service between First Hill, Met Park, Westlake Center and Cherry Hill campuses.
- Shuttle Service – Add shuttle service from main transportation hubs at train (King Street Station), ferry (Coleman Ferry Dock) and trolley (1st Hill Streetcar) lines.
- Parking Policies & Enforcement – Proposed parking policy for employees, enforce vendor parking areas, and review patient parking to promote parking in designated on-campus areas

Director’s Rule 10-2012 details the elements of the required TMP. The draft TMP is currently under review by both DPD and SDOT and must be approved before the MIMP recommendation is made. The MIMP would comply with Director’s Rule 10-2012 and would be consistent with this policy.

There is one policy on residential structures:

LU199 Encourage the preservation of housing within major institution overlay districts and the surrounding areas. Discourage conversion or demolition of housing within a major institution campus, and allow such action only when necessary for expansion of the institution. Prohibit demolition of structures with non-institutional residential uses for the development of any parking lot or parking structure which could provide non-required parking or be used to reduce a deficit of required parking spaces. Prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition of structures with residential uses or change of these structures to non-residential uses.

Discussion: No occupied housing exists on the existing campus. There are three, single-family structures within the existing MIO boundary:

1. The Carmack House, 1522 E Jefferson Street, has been vacant for several years. It is not owned by Swedish, Sabey, or any of their subsidiaries. Neither Swedish nor Sabey have any plans to development the site as part of this MIMP.
2. 544 18th Avenue was originally a single-family house. The property is owned by 17th and James, LLC/Sabey Corporation and is vacant.
3. 536 18th Avenue was originally a single-family house. The property is owned by 17th and James, LLC/Sabey and is vacant.

Each of the Build Alternatives would require demolition of the two vacant structures owned by 17th and James, LLC/Sabey located on the half-block on the east side of 18th Avenue within the MIO. This half-block is one of the few places on campus that can provide an area for new development and new below-grade parking without demolishing existing hospital or medical functions. Swedish has proposed that

development in this area occur within the first phase in order to provide temporary space in which to relocate existing services while their existing buildings are replaced, renovated, or enlarged.

The Final MIMP alternatives were revised based on CAC and community concerns about expansion beyond the existing MIO boundary. No boundary expansion is proposed.

The Final MIMP is consistent with this policy.

There are five policies pertaining to the MIMP:

***LU200** Require a master plan for each Major Institution proposing development which could affect the livability of adjacent neighborhoods or has the potential for significant adverse impacts on the surrounding areas. Use the master plan to facilitate a comprehensive review of benefits and impacts of the Major Institution development.*

Discussion: The City has required that Swedish prepare a new master plan for its proposed development. The Final MIMP describes Swedish Cherry Hill proposed benefits. This EIS reviews the impacts of the proposed 1.9 million gross SF new of development (3.1 million gross SF total). The master plan review and approval process, and the EIS review, are consistent with this policy.

***LU201** Use the master plan to: Give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; Provide the neighborhood advance notice of the development plans of the major institution; Allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and Provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth.*

Discussion: If approved, the MIMP would provide clear guidelines and development standards on which Swedish Cherry Hill can rely for long-term planning and development. The Final MIMP includes proposed setbacks, landscaping, and designated open space, and a description of the underlying Land Use Code development standards for SF-5000 and LR3 zones for which the institution is requesting a modification to allow for the development of major institution buildings. The preliminary drafts of the MIMP have been provided to the CAC and to the public for review as a means of providing advance notice of the amount of, and size of proposed future development.

The Final MIMP and the Final EIS provide information on site access, traffic volumes, intersection congestion, transit ridership, and utility needs (e.g., water supply, and water discharge) which would allow the City to anticipate and plan for public capital or programmatic actions, including the potential need for new traffic signals along the arterials of E Jefferson and E Cherry Streets. See Section 3.7 Transportation for mitigation measures for additional information.

The information contained in the Final MIMP and the analysis contained in this EIS provide the basis for identifying appropriate mitigation measures to avoid or reduce the adverse impacts of the proposed growth, and is consistent with this policy.

LU202 The master plan should establish or modify boundaries; provide physical development standards for the overlay district; define the development program for the specified time-period; and describe a transportation management program.

Discussion: The Swedish Cherry Hill Final MIMP maintains existing MIO boundaries for all three Build Alternatives; requests approval of physical development standards for the MIOs; includes a proposed development schedule for a 20- to 30-year period; and includes a draft TMP. The Final MIMP contains the elements required by this policy and is consistent with the policy.

LU203 Require City Council review and adoption of the master plan following a cooperative planning process to develop the master plan by the Major Institution, the surrounding community and the City.

Discussion: Swedish submitted a Concept Plan in February 2013, followed by the development and submittal of a Preliminary Draft MIMP (November 2013) and a second Preliminary Draft MIMP (February 2014). The Draft MIMP was published in May 2014, and a Preliminary Final MIMP was submitted in September 2014. Each of the documents was presented to the CAC for its review and consideration. The CAC met regularly through the planning process. From the December 13, 2012, through October 2014, the CAC held 22 committee meetings to provide comments and input on the development of the MIMP, and anticipates holding a total of approximately 28 meetings prior to making its recommendation on the MIMP. Swedish, through its voting representative and non-voting representative, is an active participant in the committee discussions. All CAC meetings are open to the public. At each of the CAC meetings, opportunity is provided to the public to provide comments, and many members of the surrounding community speak frequently during the public comment period. DPD and SDOT are also active participants of the CAC, attending most meetings, and present at all meetings in which the CAC's recommendations on the MIMP are formulated.

DPD will make its recommendation to the Hearing Examiner after publication of the Final EIS and Final MIMP, and receipt of the CAC Report. Following the Hearing Examiner's recommendation, the Final MIMP will then go to the City Council for its review and consideration.

The process followed for the review of the MIMP has been consistent with this policy.

LU204 In considering rezones, the objective shall be to achieve a better relationship between residential, commercial or industrial uses and the Major Institution uses, and to reduce or eliminate major land use conflicts in the area.

Discussion: The proposed MIO height limits require a rezone. City Council will make the rezone decisions as part of their consideration of approval of the requested MIMP. The rezone analysis is part of the Director’s analysis of the proposal, rather than the EIS’s analysis of the proposal’s environmental impacts.

Section C- 3, Environmentally Critical Areas (Steep slope)

The existing MIO has areas designated as Environmentally Critical Areas (ECAs) in that they contain steep slopes. The majority of the ECAs are on already developed land with the exception of the steep slope on the parking area/vacant commercial land associated with the Seattle Medical Post-Acute Care (555 16th Avenue). Any project-specific development will need to comply with the ECA ordinance.

Consistency with the Human Development Element of the Comprehensive Plan

The Seattle Comprehensive Plan Human Development Element includes goals and policies related to health that apply to the Swedish Cherry Hill MIMP. The relationship of the relevant Comprehensive Plan aspects is described below.

Vision Statement

Vision Statement *The City of Seattle invest in people so that all families and individuals can meet their basic needs, share in economic prosperity, and participate in building a safe, healthy, educated, just and caring community.*

Discussion: The stated mission of Swedish Cherry Hill is to improve the health and well-being of each person served. Swedish has said that the future growth considered in the Final MIMP is necessary to support its mission. The Final MIMP is consistent with the Plan Element vision statement.

Section B, Food to Eat & a Roof Overhead

HDG3 *Strive to alleviate the impacts of poverty, low income and conditions that make people, especially children and older adults, vulnerable.*

Discussion: Swedish Medical Center has many programs that serve to low-income individuals. Swedish works with five community clinics that provide health care to underserved populations, including ethnic communities and the poor. Many of the patients are refugees, homeless, or are without the means to get the clinical and pharmaceutical attention they need. Residency programs provide these services at the Swedish Cherry Hill Family Medicine Clinic. The charity-care program offers free or discounted hospital services for people who cannot afford care. Swedish Medical Centers provide financial assistance in cases, whether patients are uninsured or underinsured, where the yearly family income is between 0-400 percent of the federal poverty level (Swedish Foundation 2013; Swedish 2014). The MIMP is consistent with this goal.

HD11 Encourage coordinated service delivery for food, housing, health care, and other basic necessities of life to promote long-term self-reliance for vulnerable populations.

Discussion: Swedish Cherry Hill provides healthcare to patients of every age and economic status, and the MIMP is consistent with this policy.

Section C, The Education & Job Skills to Lead an Independent Life

HDG4 Promote an excellent education system and opportunities for life-long learning for all Seattle residents.

HDG4.5 Strengthen educational opportunities for all Seattle students.

Discussion: Swedish Cherry Hill provides health information resources and classes to improve well-being. Examples of programs provided are: Childbirth, Parenting, and Family Classes; Health Classes at Swedish; Diabetes Education Center; Cancer Education Center; support groups; research studies; online Health Library; Medication Safety; Parentelligence Blog; HealthWatch Newsletter; and Swedish Kids Symptom Checker. The MIMP is consistent with these two goals.

HD19 Work with community colleges, universities and other institutions of higher learning to promote life-long learning opportunities for community members and encourage the broadest possible use of libraries, community centers, schools, and other existing facilities throughout the city, focusing on development of these resources in urban villages areas.

Discussion: In addition to its location next to Seattle University, in the vicinity of other major medical institutions, and as a part of the broader Swedish Medical Center system, the Swedish Cherry Hill campus is a hub of research and education including the Heart and Vascular Institute and the Neuroscience Institute. As noted above, Swedish provides a number of classes open to the community. Many of the wellness-themed classes are free and others involve a moderate fee (some classes have scholarships available on a limited basis). The MIMP is consistent with this policy.

HD20 Work with schools and other educational institutions, community-based organizations, businesses and other governments to develop strong linkages between education and training programs and employability development resources.

Discussion: The Registered Nurse (RN) Residency Program was created by Swedish in 2010. The program trains 120 recently graduated/newly hired nurses in specialties that include Med Surgery, Adult Critical Care, Neonatal Intensive Care, Telemetry, Labor and Delivery, Postpartum, and Emergency Department care. A remodeled Learning Center for the RN Residency Program will be located at the existing Cherry Hill Campus and will include classroom space and a Nursing Simulation Lab (Swedish Foundation 2013).

Swedish is also committed to ongoing medical research. At any given time, there are as many as 700 clinical trials (federal and commercial) being conducted by Swedish-affiliated physicians, making Swedish one of the nation's leading clinical-trial sites (Swedish 2013b). The MIMP is consistent with this policy.

Section D, Effective Disease Prevention, Access to Health Care, Physical & Mental Fitness for Everyone

HDG6 *Create a healthy environment where all community members, including those currently struggling with homelessness, mental illness and chemical dependence, are able to aspire to and achieve a healthy life, are well nourished, and have access to affordable health care.*

Discussion: Swedish Medical Centers have provided medical services to the community for over a century. Swedish Cherry Hill outreach serves those who may not otherwise receive needed services, such as programs for newly arrived immigrants, homeless teenagers, low-income seniors, pregnant women with addictions, and charity care. As stated in the Swedish Medical Center Mission:

Swedish has been dedicated to being the best community partner possible. It does this by providing a wide range of community benefits, strategies and solutions that meet people's healthcare needs. That means covering the cost of medical care for those who can't pay, offering free health screenings, assisting patients with their rent in times of healthcare crisis, and supporting research projects that help to create valuable medical advances, both here at home and across the world. In 2012, Swedish Medical Center's community benefits and uncompensated care totaled more than \$130 million.

In 2011, Swedish provided more than \$35 million in direct charity care to the community. In 2012 the total approached \$36 million. In 2012, Swedish donated over \$140 million in charity care and community benefits (Swedish Foundation 2013). In 2013, Swedish provided more than \$35 million in direct charity care alone (Swedish 2014). The MIMP is consistent with this goal.

HD21 *Encourage Seattle residents to adopt healthy and active lifestyles to improve their general health and well-being. Provide opportunities for people to participate in fitness and recreational activities and to enjoy available open space.*

Discussion: See Discussion under HDG4 and HDG4.5 above. The Final MIMP includes a proposed enhancement of open space and streetscapes. A "Health Walk" perimeter walking system with health information stops and improved sidewalks is one proposed pedestrian amenity intended to promote well-being. Pocket parks along E Cherry Street are proposed with additional open space included in the Final MIMP. The MIMP is consistent with this policy.

HD22 *Work toward the reduction of health risks and behaviors leading to chronic and infectious diseases and infant mortality, with particular emphasis on populations disproportionately affected by these conditions.*

Discussion: See Discussion under HDG6 above. Swedish Cherry Hill outreach serves those who may not otherwise receive needed services, such as programs for newly arrived immigrants, homeless teenagers, low-income seniors, pregnant women with addictions, and charity care, and is consistent with this policy.

HD23 *Work to reduce environmental threats and hazards to health.*

- a. *Make use of the City's building and fire codes, food licensing, and permit processes, and hazardous materials and smoking regulations for fire and life safety protection.*
- b. *Collaborate through joint efforts among City agencies, such as fire, police, and construction and land use to address the health and safety issues in a more efficient manner.*

Discussion: Swedish Cherry Hill complies with all applicable federal, state, and local requirements related to environmental and health hazards. Swedish Medical Center is a member of the Disaster Medicine Project (DMP) which provides staff with a standardized, all-hazards approach to crisis and disaster response. The group includes hospitals and fire districts to train emergency personnel about standardized procedures between hospitals, emergency service responders, and residents to maximize disaster preparedness at all times. DMP focuses on four components: training, collaboration, disaster auxiliary and advocacy, and helps hospital personnel recognize a disaster and how to provide the greatest good for the greatest number of people, and is consistent with this policy.

HD24 *Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, and addiction services.*

- a. *Collaborate with community organizations and health providers to advocate for quality health care and broader accessibility to services.*
- b. *Pursue co-location of programs and services, particularly in under-served areas and in urban village areas.*

Discussion: As a charitable nonprofit organization, Swedish invests its resources in programs and services that improve the health of the community and region. Examples of continuing programs provided through the Swedish Medical Center Foundation and in coordination with other organizations are: Swedish Community Specialty Clinic, NW Kidney Center Education, Family Health Center, Country Doctor and Global to Local, and is consistent with this policy.

HD24.5 *Support increased access to preventive interventions at agencies that serve the homeless, mentally ill and chemically dependent populations. Pursue co-location of health services at these and other agencies serving those disproportionately affected by disease.*

Discussion: Swedish has partnered with Country Doctor Community Health Centers to “help improve the health of our community by providing high-quality, caring, culturally appropriate primary health care that addresses the needs of all people regardless of their ability to pay” (www.countrydoctor.org). Country Doctor Community Health Centers opened an after-hours clinic on December 2, 2013, on the Cherry Hill Campus located in the Swedish family medicine clinic on the first floor of the Professional Office Building. The current hours of operation are 6 to 10 PM Monday through Friday and noon to 10 PM Saturday and Sunday. Located adjacent to the emergency room, it is staffed by ARNPs and is open to the community. The clinic serves people with state-sponsored insurance, private insurance as well as the uninsured. In addition to meeting the needs of the community that is underserved for after-hours care, an explicit goal is to decrease inappropriate emergency room utilization, avoid unnecessary hospitalizations, provide an outlet for busy local primary care clinics, and connect patients to a medical home. This partnering is consistent with this policy.

Neighborhood Planning

In early 2000, the City concluded a 5-year neighborhood planning process. From each plan a set of neighborhood-specific goals and policies were adopted into the Comprehensive Plan. These goals and policies constitute the “adopted” neighborhood plans.

The Swedish Cherry Hill campus is located within the borders of the Central District Neighborhood Planning Area – the plan area is shown in Figure 3.3-9 and encompasses three Urban Villages/Centers: Madison-Miller to the north, 23rd Avenue S at Jackson-Union to the east and south and 12th Avenue in the western portion of the neighborhood. The consistency analysis for this EIS is based on the goals and policies for the Central District overall since the Swedish Cherry Hill campus is not within an urban village/center. The consistency analysis for this EIS also includes the Swedish Medical Center First Hill MIMP and Seattle University MIMP. Consistency of the proposed MIMP with applicable goals and policies from these plans is presented below.

Applicable Neighborhood Planning Element Goals and Policies

NG2 Give all community members the opportunity to participate in shaping the future of their neighborhoods.

N1 The policies in this element are intended to guide neighborhood planning for areas that are designated through the Comprehensive Plan to accommodate significant proportions of Seattle’s growth, as well as other areas.

Neighborhood Planning Element Section B-6, Central Area

Overall Central Area Community Identity & Character Goal

CA-G1 A community that celebrates the Central Area’s culture, heritage, and diversity of people and places.

Overall Central Area Community Identity & Character Policies

CA-P1 *Enhance the sense of community and increase the feeling of pride among Central Area residents, business owners, employees, and visitors through excellent physical and social environments on main thoroughfares.*

CA-P2 *Recognize the historical importance and significance of the Central Area's single-family residential housing stock, institutional buildings (old schools, etc.), and commercial structures as community resources. Incorporate their elements into building design guidelines, housing maintenance programs, and possible designation of historic and cultural resources.*

CA-P3 *Seek opportunities for community-based public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of the Central Area.*

CA-P4 *Create opportunities for public spaces, public art, and community gateways (e.g., Lavizzo Amphitheater, I-90 Lid).*

CA-P5 *Support the development of CAAP*IT CAN (Central Area Action Plan * Implementation Team Community Action Network) for coordination of volunteerism and economically viable community building programs, projects and collaboration.*

Central District Transportation and Infrastructure Goals

CA-G2 *A community where residents, workers, students and visitors alike can choose from a variety of comfortable and competitively convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated.*

CA-G3 *A community that is served by a well-maintained infrastructure and the most up to date communication technology.*

Central District Transportation and Infrastructure Policies

CA-P6 *Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety, supporting economic centers, encouraging a full range of transportation choices, and creating social gathering places that improve the quality of life and serve as the heart of the community.*

CA-P7 *Encourage use of travel modes such as transit, bicycles, walking and shared vehicles by students and employees, and discourage commuting by single occupant vehicle. Minimize impacts of commuters on Central Area neighborhoods and neighborhood cut through traffic to and from the regional highway network. Work with institutions/businesses to develop creative solutions for minimizing auto usage by employees and students.*

CA-P8 *Promote capital improvements that encourage “pedestrianism” among residents, employees, and shoppers. Use all area streets and sidewalks as avenues to walk to work, school, recreational facilities, shopping districts, and visit neighbors. Provide for pedestrian convenience and priority at signalized intersections using Transportation Strategic Plan strategies. Preserve residential area street ends and stairways for public access.*

CA-P9 *Identify key pedestrian streets and areas where neighborhoods can be linked together.*

CA-P10 *Central Gateway project: Strive to provide excellent pedestrian and bicycle links between the Central Area and adjacent neighborhoods. Facilitate bicycle and pedestrian safety, and transit and traffic flow and access. Minimize neighborhood cut-through traffic.*

CA-P11 *Coordinate project planning with affected neighborhood planning areas including the Central Area, the International District, and First Hill.*

CA-P12 *Strive to provide safety for pedestrians needing to cross Central Area arterials to reach schools, parks, businesses, services, and transit. Operate pedestrian signals to facilitate pedestrian movement and safety.*

CA-P13 *Facilitate residents’ access to Central Area businesses, services, and institutions by using public transportation, thereby encouraging patronage of area businesses and reducing the need for cars. Encourage community-based transit service with transit hubs at primary business nodes and community anchors.*

CA-P14 Facilitate access to employment centers for Central Area residents who use public transit. Maintain efficiency of direct transit service to downtown, improve north-south transit service to regional job centers, and improve access to eastside transit service.

CA-P15 Encourage shared parking at business nodes in order to meet parking requirements while maximizing space for other uses with a goal to reduce the need for surface parking lots especially along Key Pedestrian Streets.

CA-P16 Encourage coordination of construction work within the street right of way in order to maximize the public benefit and minimize the disruption of the street surface.

CA-P17 Improve the visual quality of the neighborhoods by encouraging undergrounding of utilities including service lines for all new construction and remodel projects and minimizing the impact of new telecommunication facilities such as towers.

Discussion: Redevelopment under the Build Alternatives would include the replacement of aging facilities to meet the demands of regional growth within the medical community. The need to meet technological demands and is a key driver for the growth and redevelopment of the existing campus. Upgrading hospital facilities to meet seismic requirements is of special concern in the Seattle area as it sits on a significant fault line and may be at risk in the event of an earthquake. Capacity of the Central Utility Plant is also at its current limits. In the future; the upgrading, replacing, and expanding of the Central Utility Plant and utilities is needed as new square-footage is added to the campus. The Final MIMP proposal for new development and future building operations incorporates sustainable buildings practices as a goal for the future campus.

All Build Alternatives would increase the amount of employment on the campus and enhance street-level retail uses.

Existing and proposed open space areas and enhancements to the pedestrian streetscape on the campus and along campus boundaries would serve not only the employees of and visitors to the campus, but the surrounding community as well. In an effort to reduce the number of trips to the campus, the Final MIMP includes a TMP that would encourage the use of transit, bicycling, and walking as a means to access the campus. Proposed development under the MIMP would also include an increase in the amount of underground parking provided on campus.

Transit access is on E Jefferson Street with stops next to the main entry at 17th Avenue, and stops west down the hill near 15th Ave. Swedish Cherry Hill would maintain the shuttle service from the main plaza that circulates between First Hill, Cherry Hill and Met Park campuses. Enhancement to the shuttle service is currently being considered as a means of improving the SOV rate.

The MIMP would enhance pedestrian circulation. Maintaining the pedestrian and bicycle circulation within the street right-of-way will be a priority component within the plan. The enhancements recently approved by DPD of the 17th Avenue internal/external corridor will be added to the standards (e.g., clear pathway signage and public access, public amenities, sufficient pathway lighting and places for rest along the accessible route).

Swedish would work with the City for pedestrian-oriented capital improvements: painted cross walks, curb bulbs, special paving, new signals, bus stop plazas, street trees and other landscaping and bicycle routes. The underlying zones don't have pedestrian circulation requirements.

Bike circulation occurs currently within the street right-of-way since there are no dedicated bike lanes in the direct surrounding neighborhood or MIO. The City of Seattle Neighborhood Greenway Plan is proposing 18th Ave to be a Greenway street. Similar to the pedestrian circulation system, Swedish would work to maintain and improve the current connections through the campus through plans described in the Final MIMP.

This redevelopment would be consistent with the transportation and infrastructure goals and policies of the adjacent Central Area Neighborhood Planning Area.

Central District Economic Development Goals and Policies

CA-G5 *Central Area as one business district offering a series of successful economic niche neighborhoods within the overall community.*

CA-P22 *Encourage minority and locally owned businesses in the Central Area to grow and expand.*

CA-P23 *Facilitate and support business associations for primary business districts.*

CA-P24 *Create a viable business base that will attract investment, focusing on neighborhood retail, professional and personal services, restaurants, and entertainment. Support the urban design element of the Central Area Neighborhood Plan that strengthens development and enhances the pedestrian nature of each area.*

CA-P25 *Support linkages between job training and services and jobs available.*

CA-P26 *Develop organizational capacity within the community to stimulate economic development.*

CA-P27 *Support crime prevention programs that involve the community such as Community Police Teams, Block Watch, Youth Advisory Council.*

Discussion: The Swedish Cherry Hill campus is located within the Central District Neighborhood Plan Area but is not within an Urban Center or Village. Housing goals and policies are not applicable to this MIMP.

Redevelopment under the Final MIMP would include the replacement of aging facilities to meet the demands of regional growth within the medical community. The active collaboration between Swedish and the CAC in the MIMP process is intended to assure that redevelopment would be consistent or compatible with many of the goals and policies of the adjacent Central District Neighborhood Planning Area. The Final MIMP would increase the amount of employment on the campus.

The Swedish Cherry Hill campus is located between two main thoroughfares (E Cherry and E Jefferson Streets) and near other Central area community-based institutions (e.g., Seattle University, Garfield Community Center). A goal of the Final MIMP and the Draft Design Guidelines is to improve the physical environment along all street frontages adjacent to the campus, and Swedish is working with the CAC to consider amenities and uses along the street frontages that would increase interaction between the neighborhood and the medical center.

In the Final MIMP, Swedish has described the existing and proposed open space areas. They have started a dialog with the CAC and Squire Park community on the types of enhancements to the pedestrian streetscape on the campus and along campus boundaries that would be desirable to the neighborhood. It has not yet been determined as to whether future open space, or which open space, would serve not only the employees of and visitors to the campus, but the surrounding community as well.

In an effort to reduce the number of trips to the campus, the Final MIMP includes a proposed TMP designed to encourage the use of transit, bicycling, and walking as a means to access the campus. Proposed development under the MIMP would also include an increase in the amount of parking provided on campus. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.

Overall, implementation of the Final MIMP will likely increase safety and security for patients, employees, visitors, and neighborhood through multiple enhancements;

however, a final assessment cannot be made until those enhancements are more clearly defined.

Seattle University MIMP

The Seattle University Campus abuts the Swedish Cherry Hill campus along 15th Avenue. The multi-block Seattle University campus is generally bounded by Broadway, Madison Street, 12th and 15th Avenues, and E Jefferson Street (see Figure 3.3-2). The Seattle University MIMP was adopted in 1997 by the City Council. A new Draft MIMP and Draft EIS were prepared in 2009 and the Final MIMP and Final EIS were issued in June 2011. The MIMP was adopted by the City Council on January 22, 2013, by Ordinance 124097 (Clerk File 309092). Seattle University had realized the growth anticipated in that earlier MIMP and developed the new MIMP to plan for the next 20 years.

The MIMP document contains a description of planned and potential development projects, a discussion and summary of the MIMP Development Standards, and the TMP. Proposed projects include academic, library, housing, administration, and other uses. Overall the University plans to expand on-campus housing from 23 percent (in 2011) to 28 percent of the student population.

Discussion: The Swedish Cherry Hill campus and the Seattle University campus both share 15th Avenue as their boundary. The new Seattle University campus MIMP maintains the original MIO-65 along that eastern boundary fronting on 15th Avenue. Development under the Swedish Cherry Hill MIMP would provide a range of medical, as well as educational and retail/commercial uses in the direct vicinity of the Seattle University campus. Proposed future development by Swedish Cherry Hill in combination with other institutional development in the Central District Neighborhood and vicinity, particularly at the adjacent Seattle University campus, would contribute to cumulative employment/population growth and intensity of land uses in this area. For example, the Seattle University Final MIMP identifies near-term planned and potential projects that could occur over the proposed 20-year time frame, which would result in an increase of approximately 2.145 million gross SF of campus building space, an increase of building heights along portions of the campus perimeter and an expansion of the MIO boundary by 2.4 acres (from a total of 54.9 acres to 57.3 acres), and an increase of 4.4 percent over the existing area within the boundary.

Seattle University proposes increasing parking by 526 spaces in the near-term, but eventually reducing that number by 187 parking spaces in the long-term. Over the life of the Seattle University MIMP, the goal is to have a total of 1,868 parking spaces (a net increase of 339 over what currently exists). This, in combination with future development planned for the Swedish Cherry Hill campus over the next 15 to 25 years, could result in increased height and density of buildings on each campus, expansion of campus boundaries to accommodate future planned development, and displacement of existing residential and neighborhood commercial land uses in this neighborhood.

The Seattle University MIMP includes proposed development regulations and design guidelines for future development on campus, as well as the provision of public open spaces on campus. Proposed design standards that are part of the Seattle University MIMP would ensure that future development on its campus would be compatible with surrounding areas and minimize potential impacts.

A transportation management plan is included as part of the Seattle University and Swedish Cherry Hill MIMPs to provide transportation management solutions for both campuses and minimize potential impacts to the surrounding areas. In addition, Seattle University intends to enhance its internal pedestrian network to provide a more pedestrian scale, while also adding and improving existing pedestrian crossings from the Seattle University campus to the surrounding areas (Seattle City Council 2012a; 2012b).

Swedish Medical Center/First Hill Campus MIMP

The Swedish Medical Center First Hill campus is located west of the Swedish Cherry Hill campus beyond the Seattle University Campus west of Broadway. The multi-block First Hill campus is bordered by Broadway Avenue to the east, James Street to the south, Madison Street to the north, and Boren Avenue to the west (see Figure 3.3-2). The Swedish Medical Center/First Hill Campus MIMP was adopted in 2005 by the City Council and contains projects to be phased-in over a 15-year period following MIMP approval (2006 to 2025). The approved planned and potential development in the Final MIMP, all of which will occur within the Swedish/First Hill MIO boundary, will add approximately 1.2 million gross SF of net new floor area to the existing campus development, which currently totals approximately 2,283,394 gross SF of campus building area (which includes the hospital, medical office buildings, and other buildings). Proposed parking of 5,180 stalls total would add 1,437 net new spaces (600 fewer than the maximum allowed by code). The purpose of this MIMP is to upgrade, improve, replace, and expand Swedish facilities within its MIO in order to continue to be responsive to health care demands by providing the highest quality and most comprehensive care to the community. Swedish Hospital currently has 697 licensed beds (planned and potential; the MIMP indicates that there were 566 set-up beds in 2005) for the First Hill Campus – the approved MIMP projects would not change this number (City of Seattle 2005; Seattle City Council 2005; City of Seattle 2012).

Discussion: Development under the Swedish Cherry Hill MIMP would provide a range of medical, as well as educational and retail/commercial uses in the vicinity of the Swedish First Hill campus. These two institutions are just at or just outside the 2,500-foot radius that decentralized development for each institution is allowed to take place (See Figure 3.3-2). Proposed future development by Swedish Cherry Hill in combination with other institutional development in the vicinity (First Hill and Central District neighborhoods), would contribute to cumulative employment/population growth and intensity of land uses in this area.

For example, the Swedish First Hill Campus Final MIMP identifies 6 planned projects and 3 potential projects that would occur on their campus in the next 15 years. Planned

development would account for approximately 950,000 gross SF of net new square-footage; projects would include the replacement of four hospital buildings, a medical office building and a central support facility. Potential projects would add approximately 270,000 gross SF of net new square-footage in the form of a medical office building, a hospital replacement building and a central support facility. Certain planned projects on the First Hill campus are already under construction, including the replacement of one hospital building on the corner of James Street and Broadway.

Elements of the Swedish First Hill Final MIMP recognize the proximity of other medical major institutions (Virginia Mason to the west and Swedish Cherry Hill to the east) in the vicinity and are intended to help integrate the Swedish First Hill campus with the surrounding community, as well as contribute to maintaining the livability and vitality of the adjacent neighborhood.

A TMP is included as part of the Final MIMP to provide transportation management solutions for Swedish First Hill and minimize potential impacts to the surrounding areas (City of Seattle 2005, 2012).

3.3.4.2 Zoning

The underlying zoning for the Swedish Cherry Hill campus is SF-5000 and Residential, Multi-Family LR3. Swedish is not proposing a change to the underlying zoning.

There is an existing MIO. The 1994 MIMP has expired and the development standards in the expired MIMP no longer apply. A summary of existing and proposed height limits is provided in Table 3.3-1 (see Section 3.3.3). The MIMP approval process allows for consideration of modification to the underlying zoning development standards to accommodate major institution development. Table B-1 of the Final MIMP summarizes the underlying zoning standards for which Swedish is requesting modification. The Final MIMP and Final EIS must be reviewed by the DPD, the CAC, and the City's Hearing Examiner, each of whom (in their turn) must make a recommendation on the proposed MIMP before it is considered by the City Council, who makes the decision to approve, approve with conditions, or deny an application for a MIMP. The Council's decision will include the modifications which are approved as part of the MIMP.

3.3.4.3 Regulation of Major Institutions

Relationship of Comprehensive Plan to Land Use Code

In order to reconcile the applicability of consistency with the Comprehensive Plan Goals and Policies with the regulations found in the Land Use Code, the decision-maker is directed to the language on page xi of the Comprehensive Plan: *"Although the Plan will be used to direct the development of regulations which govern land use and development, the Plan will not be used to review applications for specific development projects except when reference to this Comprehensive Plan is expressly required by an applicable development regulation."*

Major Institutions are regulated by SMC Section 23.69. Within Section 23.69 there are only two references to the Comprehensive Plan, both related to the goals and policies of the Education and Employability and Health in the Human Development Element. The two references are as follows:

- In Section 23.69.030 Contents of a master plan, 13: *“A description of the following shall be provided for informational purposes only. The Advisory Committee, pursuant to Section 23.69.032 D1, may comment on the following but may not subject these elements to negotiation nor shall such review delay consideration of the master plan or the final recommendation to Council:*
 - a. *A description of the ways in which the institution will address goals and applicable policies under Education and Employability and Health in the Human Development Element of the Comprehensive Plan,”*
 - And in Section 23.69.032 Master Plan Process, E. Draft Report and Recommendation of the Director, 3: *“In the Director's Report, an assessment shall be made of the extent to which the Major Institution, with its proposed development and changes, will address the goals and applicable policies under Education and Employability and Health in the Human Development Element of the Comprehensive Plan.”*

A description of consistency with the Human Development Goals and Policies of the Comprehensive Plan is included in the Consistency with the Human Development Element of the Comprehensive Plan above.

There are no references in SMC Chapter 23.69, SMC 23.34.124, or SMC 23.34.007 that require application of either the Land Use or Urban Village Elements of the Comprehensive Plan to the decision on Swedish’s proposed MIMP.

City of Seattle Rezone Criteria

A rezone is required for a change in MIO heights. In addition to the general rezone criteria contained in the Land Use Code, rezone criteria used in the selection of appropriate height designations for proposed modification to height limits within an existing MIO district are:

1. *Increases to height limits may be considered where it is desirable to limit MIO district boundary by expansion.*
2. *Height limits at the district boundary shall be compatible with those in the adjacent areas.*
3. *Transitional height limits shall be provided wherever feasible when the maximum permitted height within the overlay district is significantly higher than permitted in areas adjoining the major institution campus.*
4. *Height limits should generally not be lower than existing development to avoid creating non-conforming structures.*
5. *Obstruction of public scenic or landmark views to, from or across a major institution campus should be avoided where possible.*

The comments of the CAC shall also be considered (Chapter 23.34 SMC – *Amendments to Official Land Use Map [Rezones] Sub-Chapter II - Rezone Criteria, SMC 23.34.124, Designation of Major Institution Overlay [MIO] districts*).

Swedish has proposed to increase its developable area through increased height limits and is not requesting an expansion in its existing MIO district boundary, so it is appropriate to consider increases in height limits.

The Swedish Cherry Hill campus is surrounded by SF-5000 and LR3 zoning which limit development to 30 feet in height. The existing MIO height districts, approved in the 1994 MIMP are MIO-65 on the western portion, MIO-105 on the central block, and MIO-37 on the western block. Swedish has proposed to maintain the MIO-65 on the western block where it abuts E Cherry or E Jefferson Streets, and to maintain the MIO-105 on the edges of the central block. For both of those portions of campus, Swedish is proposing to increase heights in the center portions with the existing MIO height districts remaining to provide a transition to the lower heights of the neighborhood.

The compatibility of the proposed height limit is most in question along the eastern edge of campus. That portion of campus abuts the rear yards of single-family homes located on property zoned SF-5000 which has a 30-foot height limit. The current MIO height district is MIO-37. Swedish has proposed to increase the MIO in two locations to MIO-50 for Alternatives 11 and 12 (while retaining MIO-37 on the north, center and south portions of the half-block), and to increase the MIO height to MIO-50 for the entire half-block for Alternative 8. Alternatives 11 and 12 also includes a greater rear setback (25 feet) than the 10-foot setback proposed for Alternative 8. Alternative 8 also includes that the underground garage extend above-ground by up to 6 feet in height, whereas the garage would be totally underground in Alternatives 11 and 12. The proposed rear setback of 25 feet included in Alternatives 11 and 12 is equal to the rear yard requirement for SF-5000.

The James Tower is a Seattle Landmark. It is located on the east edge of the central block facing 19th Avenue and views from the street would not be obstructed. Swedish is also proposing to maintain the existing central entry plaza from which a visitor can view the west side of the James Tower.

City of Seattle Skybridge Term Permits

There is an existing skybridge at Swedish Cherry Hill over 16th Avenue. Swedish is proposing a new skybridge in approximately the same location. Swedish is proposing that the new skybridge have two levels to be able to maintain separate environmental conditions for patient transport from general pedestrian movement, and be no wider than necessary for pedestrian and patient transport.

Proposals for skybridges are regulated through Title 15 Street and Sidewalk Code Subtitle II Miscellaneous Street Use Regulations of the SMC. Specific provisions are provided below:

SMC 15.64.010 A. The purpose of Chapter 15.64 is to establish the procedures and criteria for the administration and approval of applications related to pedestrian skybridges that encroach over and above a public place within the City of Seattle, including permission to:

- 1. construct, maintain, and operate new pedestrian skybridges;*
- 2. maintain and operate existing pedestrian skybridges that are due for term renewal; and*
- 3. maintain and operate existing pedestrian skybridges upon expiration of the term of the permission (including any authorized renewals).*

SMC 15.64.020 Council petition for skybridge term permit

Any owner of an interest in real property abutting any public place, or any public entity or utility, who desires to construct a new pedestrian skybridge, or obtain a new term permit for an existing pedestrian skybridge upon expiration of the term of the permission (including any authorized renewals), over and above a public place, shall petition the City Council to grant a term permit ordinance for construction, maintenance, and operation of a new pedestrian skybridge or continuing maintenance and operation of an existing skybridge upon term expiration. The petition shall be filed with the City Clerk. (Ord. 123919, § 3, 2012; Ord. 110422 § 1(part), 1982.)

SMC 15.64.050 C. In making the recommendation to City Council on an application for the proposed skybridge as detailed in Section 15.64.040, the following elements shall be considered by the Director of Transportation:

- 1. Adequacy of horizontal and vertical clearance;*
- 2. View blockage;*
- 3. Interruption or interference with existing streetscape or other street amenities;*
- 4. Impacts due to reduction of natural light;*
- 5. Reduction of and effect on pedestrian activity at street level;*
- 6. Number of pedestrians projected to use the skybridge;*
- 7. Effect on commerce and enjoyment of neighboring land uses;*
- 8. Availability of reasonable alternatives;*
- 9. Effect on traffic and pedestrian safety;*
- 10. Accessibility for the elderly and handicapped; and*
- 11. The public benefit mitigation elements provided by the proposal.*
(Ord. 123919 , § 7, 2012; Ord. 118409 § 113, 1996; Ord. 110422 § 1(part), 1982.)

Discussion: The existing skybridge is permitted through a term permit (see process above). It connects a parking garage with the patient floor of the hospital and is intended to provide a weather-protected passageway for patients to get from their vehicles to the medical center. In the proposed MIMP, a medical clinic building would replace the parking garage and a new hospital building would be developed on the site across 16th Avenue, and Swedish is proposing that the existing skybridge be replaced

with a two-level skybridge located in generally the same location in order to connect the new clinic and hospital buildings.

Swedish is not seeking approval for the proposed skybridge or tunnel (see below) at this time. A skybridge and tunnel would be needed to connect patient and materials circulation between the new facilities. If deemed needed at the time of new development, Swedish would submit applications for the skybridge and/or tunnel in conformance with SMC 15.64 Skybridge Term Permits, SDOT Director's Rule 2-06 Skybridge Permits, Client Assistance Memo 2207 Skybridge Permitting Process and Client Assistance Memo 2207 Term Permit Fee Methodology, or as those documents may be amended or superseded in the future.

The regulatory compliance agencies governing healthcare services hold medical environments and pathways to very high standards, including controlling airflow direction and air changes, prevention of patient exposure to airborne contaminants, and separation of clean and soiled flows of materials and patients. There are numerous codes defining these relationships, including the Washington State Department of Health WACs, the NFPA fire codes, the ASHRAE mechanical system requirements, City building codes, and others. The concept of controlled environment also extends to the various items that potentially could come in contact with the patient, like a medical provider's clothing, medical supplies, and equipment. These items also need to be managed to minimize potential contamination from environmental hazards, or the risk of theft or tampering. Numerous regulations, policies, procedures, and guidelines govern the flows of medical staff and supplies. This work is grounded in epidemiologic studies and incident investigations that have tracked infections and adverse outcomes back to their source, and once found, have recommended revisions in the environment of care to eliminate the risk.

Some examples of these practices include: Staff who work in Operating Rooms cannot go outside in their surgical attire, or must change their attire prior to re-entering the Operating Room suite to reduce post-surgical infections. Supplies that have been unpacked at the loading dock to prevent their external wrappings from bringing contaminants into the care environment cannot be re-exposed to environmental contaminants by being moved back outside to be transported across a city street or alley. Pharmaceuticals must have a strictly controlled path of delivery from initial receipt to final dosing. Laboratory samples must be appropriately handled and transported to prevent degradation or contamination of the specimens and to provide a rapid diagnosis.

One of the goals of the MIMP is to improve the environment of care by replacing older buildings that are no longer compliant with current codes or best practices. Since these codes, policies, and practices are continuously being updated, it would be necessary at the point in time that the skybridge or tunnel permits are requested to provide an analysis of the codes in effect as part of the justification.

If approved, a future skybridge would replace the existing skybridge across a public right-of-way. The skybridge would be intended to facilitate hospital functions and create on-campus building cohesion. As such, it is not expected to significantly impact land uses patterns in the immediate vicinity of these facilities.

Significant Structure Term Permit

Alternatives 8, 11, and 12 include a tunnel connection under 16th Avenue. A tunnel is considered a “significant structure” and is regulated by Title 15 Street and Sidewalk Code Subtitle II Miscellaneous Street Use Regulations of the SMC. Specific provisions are provided below:

SMC 15.65.010 Purpose and intent statement

A. The purpose of Chapter 15.65 is to establish the procedures and criteria for the administration and approval of applications for permission to: construct, maintain, and operate significant structures; maintain and operate existing significant structures that are due for term renewal; maintain and operate existing significant structures upon expiration of the term of the permission (including any authorized renewals); that encroach over, above, across, on, or under a public place within the City of Seattle under the jurisdiction of the Department of Transportation.

SMC 15.65.030 Preliminary application for a new significant structure

Any owner of an interest in real property abutting a public place, or any public entity or utility, who desires to construct a new significant structure over, above, across, on, or under a public place, shall apply to the Director of Transportation for a significant structure term permit. The applicant shall submit an application to the Director of Transportation on a form supplied by the official, including the following:

- A. Conceptual drawings of the proposed structure, including its location, size, height above or depth from ground surface, and cost estimate;*
- B. Drawings of the proposed structure showing its visual appearance;*
- C. Photographs of the location and immediately surrounding area;*
- D. A copy of the environmental checklist or determination of exemption as required by Sections 25.05.315 and 25.05.960;*
- E. A statement of the reasons for the necessity of the proposed structure and intended use;*
- F. A monetary deposit to cover the City's administrative expenses as required in Section 15.04.040*
- G. A proposal of conceptual public benefit mitigation elements, to the extent required based on the nature of the structure; and*
- H. Any additional information deemed necessary for processing the application.*

15.65.030 C. *In making the recommendation to City Council on an application for a proposed new significant structure as detailed in Section 15.65.030, the following elements shall be considered by the Director of Transportation:*

1. *Adequacy of horizontal, vertical, and other clearances;*
2. *View blockage and impacts due to reduction of natural light;*
3. *Construction review is at 60% conceptual approval;*
4. *Interruption or interference with existing streetscape or other street amenities;*
5. *Effect on pedestrian activity;*
6. *Effect on commerce and enjoyment of neighboring land uses;*
7. *Availability of reasonable alternatives;*
8. *Effect on traffic and pedestrian safety;*
9. *Accessibility for the elderly and handicapped; and*
10. *The public benefit mitigation elements provided by the proposal, to the extent required based on the nature of the structure.*

Discussion: The tunnel proposed in Alternatives 8, 11, and 12 would cross public rights-of-way and are intended to facilitate hospital functions and create on-campus building cohesion (see description above under skybridges on the purpose and use). As such, it is not expected to significantly impact land uses patterns in the immediate vicinity of these facilities. An analysis of the impacts of a potential tunnel (conflicts with existing underground utilities) is provided in Section 3.8, Public Services.

Consistency with Purpose and Intent of the Major Institution Regulations

Major Institutions are regulated by SMC Section 23.69. The purpose and intent of the regulations is stated as follows:

SMC 23.69.002 Purpose and Intent

The purpose of this chapter is to regulate Seattle's major educational and medical institutions in order to:

- A. *Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;*
- B. *Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods;*
- C. *Encourage the concentration of Major Institution development on existing campuses, or alternatively, the decentralization of such uses to locations more than two thousand five hundred (2,500) feet from campus boundaries;*
- D. *Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones;*
- E. *Discourage the expansion of established major institution boundaries;*
- F. *Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the*

- establishment of citizen's advisory committees containing community and major institution representatives;*
- G. Locate new institutions in areas where such activities are compatible with the surrounding land uses and where the impacts associated with existing and future development can be appropriately mitigated;*
 - H. Accommodate the changing needs of major institutions, provide flexibility for development and encourage a high quality environment through modifications of use restrictions and parking requirements of the underlying zoning;*
 - I. Make the need for appropriate transition primary considerations in determining setbacks. Also setbacks may be appropriate to achieve proper scale, building modulation, or view corridors;*
 - J. Allow an increase to the number of permitted parking spaces only when it is 1) necessary to reduce parking demand on streets in surrounding areas, and 2) compatible with goals to minimize traffic congestion in the area;*
 - K. Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives, seek to reduce the number of SOVs used by employees and students at peak time and destined for the campus;*
 - L. Through the master plan: 1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth; and*
 - M. Encourage the preservation, restoration and reuse of designated historic buildings.*

Discussion: Three of these statements do not apply to the Swedish Cherry Hill proposal:

- Item E; Swedish is not proposing to expand its boundaries
- Item G; Swedish is not a new institution
- Item J; Swedish is not requesting a number of parking spaces above the range permitted by the Land Use Code

Minimizing Adverse Impacts Associated with Development

Section 23.69.032 includes the regulations for the master plan process. Subsection E describes the requirements for the content of the Director's Report, including the required analysis and recommendation. Items A and B are the balancing that must be done. In determining whether to recommend approval of the proposed MIMP, the Director must determine whether the proposal represents a reasonable balance of the public benefits of the development and change with the need to maintain livability and vitality of the adjacent neighborhoods. That determination will be made in the Director's Report and Recommendation.

Concentration on Existing Campus or Decentralization

Item C encourages the concentration on the existing campus or decentralization of services more than 2,500 feet from the MIO boundary. Swedish has provided information on the services that they decentralize, and are proposing to further concentrate services on the Swedish Cherry Hill campus without expanding the existing boundary.

Master Plan Process

Two items, D and L, describe the process to be followed for the MIMP approval. This process is being followed by Swedish Cherry Hill and the City.

Community Involvement

Item F encourages significant community involvement and the formation of a CAC. Both have been done in this process.

Impacts of Development

Two of the items are directed toward reducing the impacts of the height, bulk, and scale of new development: items H, and I. The analysis of height, bulk, and scale impacts is included in Section 3.4 Aesthetics of this FEIS.

Traffic and Parking

Items J and K are aimed at reducing both parking and traffic. The impacts on transportation are described in Section 3.8 Transportation of this FEIS.

Preservation of Historic Buildings

Item M is the preservation of historic buildings. There are two designated historic buildings (Seattle Landmarks) located on the existing campus. One historic building, the Carmack House located at 1522 E Jefferson Street, is not owned by either Swedish or Sabey and neither have plans to redevelopment that site. The James Tower, another Seattle Landmark, was renovated in 2005 and will remain as part of the campus.

3.3.5 Mitigation Measures

Mitigation for the density-related impacts of additional development, such as increased height, bulk, and scale, increased noise, parking, increased traffic, and increased need for public

services and utilities are addressed in other subsections within Section 3 of this Final EIS. No significant impacts to land use have been identified, and no mitigation measures specific to land use are required.

3.3.6 Secondary and Cumulative Impacts

The increase in staffing and patient levels at the hospital would contribute to secondary and cumulative land use changes, both directly and indirectly. There would be increased demands for customer service-type businesses in the nearby retail/commercial area to serve hospital staff, patients and visitors. There may be increased future demand for more intensive zoning along E Jefferson and E Cherry Streets to accommodate additional retail and commercial space. The overall impact is not expected to be significant when viewed in the context of existing and proposed future land uses.

3.3.7 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to land use have been identified. The potential for significant adverse impacts for density-related impacts such as increased height, bulk and scale, and increased traffic and parking, are addressed in other subsections within Section 3 of this Final EIS.

3.4 Aesthetics/Light, Glare and Shadows

This section of the Final EIS describes potential changes to: (1) height, bulk, and scale; (2) view protection; (3) light and glare; and (4) changes in shadow patterns.

3.4.1 Height, Bulk, and Scale

The discussion of height, bulk, and scale analyzes the relationship of potential massing of new Swedish Cherry Hill MIMP buildings to surrounding development in the vicinity of the Swedish Cherry Hill campus boundaries.

3.4.1.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the height, bulk, and scale analysis. Relevant policies from SMC 25.05.675 are provided below:

G2. Height, Bulk, and Scale Policies.

- a. It is the City's policy that the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment redesignations set forth in SMC Sections [23.60.060](#) and [23.60.220](#), and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.*
- b. Subject to the overview policy set forth in SMC Section [25.05.665](#), the decision-maker may condition or deny a project to mitigate the adverse impacts of substantially incompatible height, bulk and scale. Mitigating measures may include but are not limited to:
 - i. Limiting the height of the development;*
 - ii. Modifying the bulk of the development;*
 - iii. Modifying the development's facade including but not limited to color and finish material;*
 - iv. Reducing the number or size of accessory structures or relocating accessory structures including but not limited to towers, railings, and antennae;*
 - v. Repositioning the development on the site; and*
 - vi. Modifying or requiring setbacks, screening, landscaping or other techniques to offset the appearance of incompatible height, bulk and scale.**

The SMC contains specific provisions that describe the scope of the SEPA analysis for the view protection analysis. Relevant policies from SMC 25.05.675 are provided below.

3.4.1.2 Affected Environment

The underlying zoning for the Swedish Cherry Hill campus is SF-5000 and LR3. Both have a 30-foot height limit. See Figure 3.3-4 in Section 3.3 Land Use for existing zoning designations and

height limits in the vicinity of the project site. The expired MIMP established a MIO that allows institutional uses and heights beyond the underlying single- and multi-family uses and height limits.

The existing visual environment of Swedish Cherry Hill consists of multi-story, large-scale, institutional buildings that sit atop a slight north to south ridge. Medical/hospital buildings comprise the majority of the campus land use. All buildings are multi-story structures – ranging from 2 stories to 8 stories; the tallest two buildings include: the 8-story Jefferson Tower, as well as the 6-story James and East Towers.

The campus buildings have been constructed and renovated at various times between 1910 and 2009. With almost 100 years of campus growth and development, the architectural styles that are represented by buildings on-campus (and within the expansion area) are diverse. They range from the new and modern Northwest Kidney Center, to the façade of the renovated James Tower which retains the Classical Revival style of the original hospital building.

Overall, the campus is densely developed with multiple buildings covering entire blocks on the west and central campus. Surface parking takes up the majority of the east side of the campus with the remainder occupied by two vacant single-family structures and the 2-story building that is currently temporarily occupied by St. Joseph's Baby Corner. Vegetation (e.g., street trees and other landscaping) at the perimeter of the campus provides some transition to, or screens some of, the height and bulk of the buildings from the adjacent right-of-way.

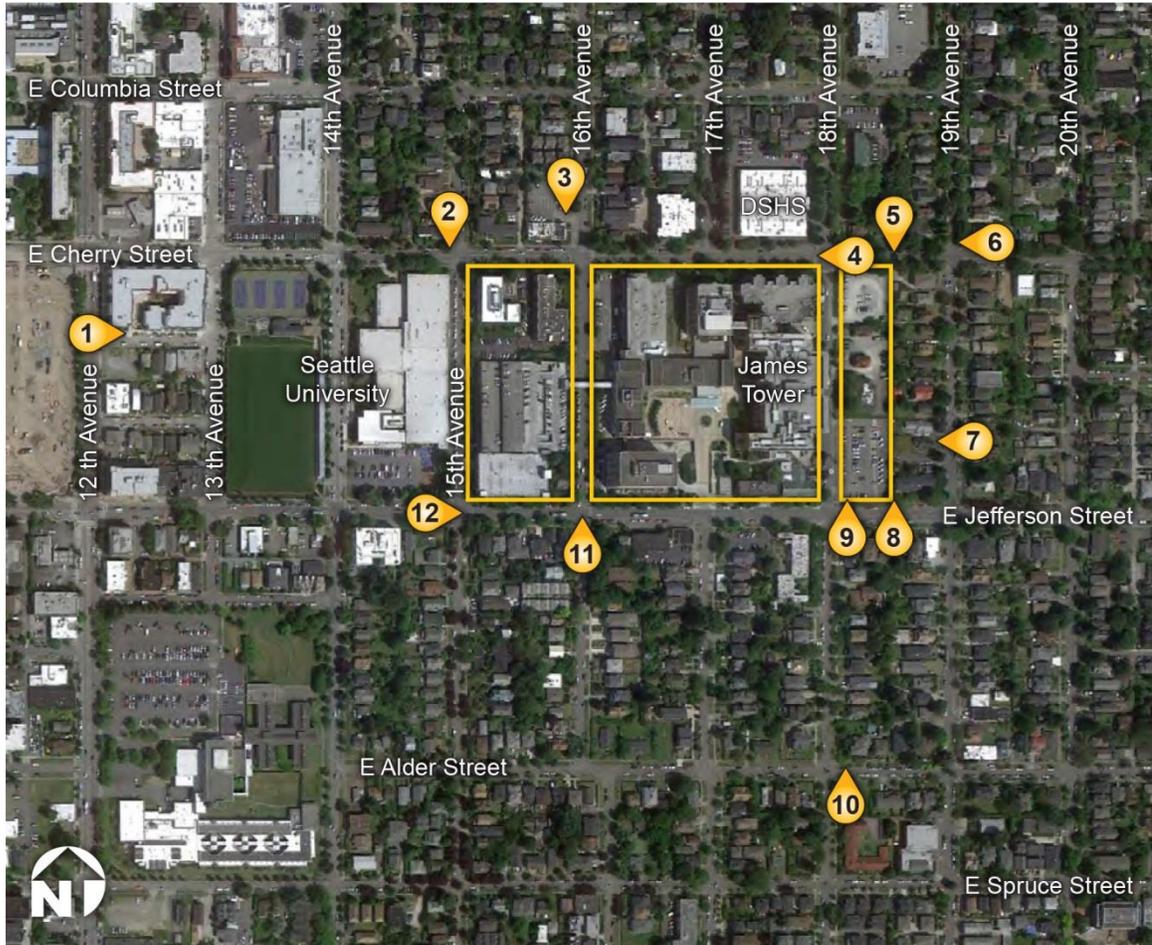
The land to the north, south, and east is zoned for either single-family or multi-family with 30-foot heights. Land to the southwest is zoned NC1, which also has a 30-foot height limit. Land to the west contains a MIO for Seattle University with a 65-foot height limit. The Swedish Cherry Hill campus currently includes three MIO height districts: MIO-37, -65, and -105.

The Swedish Cherry Hill site is part of the diverse visual environment found in the Central Area/Squire Park neighborhood. The neighborhood surrounding Swedish Cherry Hill varies in character depending upon the point of reference. Blocks to the west are occupied by the approximately 57-acre Seattle University campus. Blocks to the north across E Cherry Street, a main arterial roadway, are a mix of office/commercial, 2-story condominiums, a multi-story condominium complex, and single-family residential. To the south, across E Jefferson Street, the area character is a mix of lowrise apartments, neighborhood-commercial, and single-family residential. In the larger neighborhood, there are other institutional buildings within several blocks of Swedish Cherry Hill including King County Youth Services, two schools (Garfield High School and Lake Washington Girls Middle School), and the Department of Social and Health Services (DSHS). These institutional buildings are in the midst of the generally lower density residential in character (see Figure 3.3-2 Neighborhood Context in the Land Use section of this EIS).

Campus Visibility

Photomontages have been prepared for each of the alternatives from viewpoints surrounding Swedish Cherry Hill for height, bulk, and scale evaluation. For purposes of comparison, the existing views (Alternative 1 – No Build) of the Swedish Cherry Hill campus from the

neighborhood are described alongside the simulated views of Alternatives 8, , 11 and 12 in Figures 3.4-2 through 3.4-49. The first figure, Figure 3.4-1, provides a map of the viewpoint locations and viewing direction.



Source: Google Earth Pro

Legend

- Swedish Medical Center Cherry Hill Campus
- 1 Viewpoint

Figure 3.4-1
Viewpoint Locations

3.4.1.3 Height, Bulk and Scale Impacts

Alternative 1 – No Build

Under Alternative 1, Swedish Cherry Hill would not be able to add square-footage or height. The existing height limits and MIO of the campus would remain. Swedish could demolish and replace existing buildings (and maintaining existing MIO heights), but no increase in total developed area would be allowed. No impacts to height, bulk, and scale would be anticipated.

Alternatives 8, 11, and 12

The visual appearance of Swedish Cherry Hill would be altered with implementation of the Build Alternatives by the proposed buildings becoming taller, denser, and in some cases, wider. Project specific design, including setbacks of new buildings, would be determined prior to submittal of a master use permit application for individual projects.

Alternative 8

The following changes are proposed to the MIO districts for the campus under Alternative 8 (also see Figure 3.3-6 in Section 3.3 Land Use).

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-240. The Northwest Kidney Center location and the adjacent area currently used as surface parking would remain MIO-65; Seattle Medical Post-Acute Care location would remain at MIO-65, but the height would be conditioned downward to 30 feet. The southernmost portion of the west campus would remain MIO-65, except the heights on the Carmack parcel would be limited to 30 feet (MIO-65). Along Jefferson Street, the existing garage would remain.
2. In the central block of the campus, the center-west portion would be changed from MIO-105 to MIO-240; and most of the northeast portion, facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would change from MIO-105 to MIO-65 and the plaza would remain at MIO-105, but the height would be conditioned downward to 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO would be changed from MIO-37 to MIO-50.

Alternative 11

The following changes are proposed to the MIO districts for the campus under Alternative 11 (also see Figure 3.3-7 in Section 3.3 Land Use).

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned down to a height of 150 feet). The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; and the height district on the Seattle Medical and Rehab Center site would remain at MIO-65. The south portion would have a section of MIO-105, and the southern boundary would remain at MIO-65 including the MIO-65 height district on the Carmack parcel.

2. In the central block of the campus, the center-west portion would change from MIO-105 to MIO-160, and the northeast portions facing E Cherry Street and 18th Avenue, as well as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would change from MIO-105 to MIO-65 (conditioned down to a height of 40 feet). The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned down to 37 feet.
3. On the east side of campus on the half-block located on the east side of 18th Avenue, the MIO on the north half of the block would change from MIO-37 to MIO-50 except for 30 feet facing E Cherry Street and 25 feet along the rear property line. The MIO-50 would be in two parcels with the northern of the two parcels conditioned to a height of 45 feet. The southern half of the block would remain MIO-37. The centermost portion of the east campus would have a height conditioned down to a maximum of 15 feet.

Height, bulk and scale impacts of Alternative 11 are less than those for Alternative 8 in the following areas:

- On the west portion of the campus, the maximum height of 150 feet (MIO-160 conditioned to 150 feet) proposed for Alternative 11 is lower than the maximum MIO-240 proposed for Alternative 8, however the area proposed for the heights above MIO-65 would be larger than that proposed for Alternative 8.
- Alternative 11 shows lower heights and a greater rear setback between the east campus building and the adjacent single-family zoned properties and facing E Cherry and E Jefferson Streets than those proposed for Alternative 8. On the half-block on the east side of 18th Avenue, Swedish is proposing a 25-foot setback measured from the structure to the rear property line. No portion of the underground garage would extend above existing grade. There is also a center portion of the half block that is conditioned down to a 15-foot maximum height limit. Development planned for this portion of campus would be approximately 200,000 gross SF, the same as proposed for Alternatives 8, however the lower heights that are proposed would likely reduce the amount of developable space in the location of campus as compared to Alternatives 8.
- The proposed combination of 15-, 37-, 45- and 50-foot height limits for Alternative 11 are lower than those proposed for Alternative 8 for the east campus area.

Alternative 12

The following changes are proposed to the MIO districts for the campus under Alternative 12 (also see Figure 3.3-8 in Section 3.3 Land Use).

1. On the west side of campus, the center portion of the block would be changed from MIO-65 to MIO-160 (conditioned down to a height of 150 feet). The Northwest Kidney Center site and the site of the adjacent surface parking lot on the northwest corner would remain MIO-65; and the height district on the Seattle Medical and Rehab Center site would remain at MIO-65. The south portion would remain at MIO-65 including the MIO-65 height district on the Carmack parcel.
2. In the central block of the campus, the center-west portion would change from MIO-105 to MIO-160, and the northeast portions facing E Cherry Street and 18th Avenue, as well

as the southwest corner (at 16th Avenue and E Jefferson Street) would remain MIO-105. The southeast portion would change from MIO-105 to MIO-65 (conditioned down to a height of 40 feet). The MIO height district of the plaza would remain at MIO-105, but the height would be conditioned down to 37 feet.

3. On the east side of campus on the half-block located on the east side of 18th Avenue, two portions (one in north and one in south) would change from MIO-37 to MIO-50, both conditioned to 45 feet. The other portions of the block would remain MIO-37. The centermost portion of the east campus would have a height conditioned down to a maximum of 15 feet (same as Alternative 11).

Height, bulk and scale impacts of Alternative 12 are less than or different from those for Alternatives 8 and 11 in the following areas:

- On the west portion of the campus, the maximum height of 150 feet (MIO-160 conditioned to 150 feet) proposed for Alternative 12 is lower than the maximum MIO-240 proposed for Alternative 8, and the area proposed for the heights above MIO-65 would be smaller than that proposed for Alternative 11.
- Alternative 12 shows lower heights and a greater rear setback between the east campus building and the adjacent single-family zoned properties and facing E Cherry and E Jefferson Streets than those proposed for Alternative 8. Similar to Alternative 11, Swedish is proposing two areas of MIO-50 (both conditioned to a height of 45 feet) however, the second area is moved farther to the south when compared to Alternative 11. On the half-block on the east side of 18th Avenue, Swedish is proposing a 25-foot setback measured from the structure to the rear property line (same as Alternative 11). Also the same as Alternative 11, no portion of the underground garage would extend above existing grade. There is also a center portion of the half block that is conditioned down to a 15-foot maximum height limit. Development planned for this portion of campus would be approximately 200,000 gross SF, the same as proposed for Alternatives 8 and 11, however the lower heights that are proposed would likely reduce the amount of developable space in the location of campus as compared to Alternative 8.
- The proposed combination of 15-, 37-, 45-foot height limits for Alternative 12 are lower than those proposed for Alternatives 8 or 11 for the east campus area.

Height, Bulk, and Scale Simulations

The proposed height, bulk, and scale of buildings within the proposed MIO height limits were computer generated for each of the Build Alternatives. Table 3.4-1 compares each of the Build Alternatives to Alternative 1 - No Build. Photomontages for comparison of the existing views to the corresponding computer-generated views of each Build Alternative are shown in Figures 3.4-2 through 3.4-50.

Computer-generated views, shown in the photomontages in Figures 3.4-2 through 3.4-50, superimpose the proposed building mass of each alternative on the photos to show the maximum bulk allowable within the proposed MIO limits. Since the projects have not been designed, the actual project appearance is unknown. Views with vegetation could also vary

depending on the time of year and type of vegetation (i.e., if there are mostly deciduous trees; view obstruction would be lessened in winter months when trees are bare of leaves). Required/proposed FAR would reduce the mass for several buildings. The horizontal lines on the photomontages indicate the approximate number of stories (and potential mechanical equipment area).

**Table 3.4-1
Estimated Height, Bulk, and Scale Impacts of the Alternatives**

| Viewpoint | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal - Alternative 12 – Addition of 1.55 Million Gross SF |
|--------------------|--|---|--|--|
| Viewpoint 1 | Distant background upper stories and James Tower visible; 3-4 stories of Jefferson Tower visible. | Distant background approximately 13 stories visible; central campus buildings visible; James Tower not visible; 3-4 stories of Jefferson Tower partially visible. | Distant background shows approximately 7-8 stories visible, central campus buildings visible, James and Jefferson Towers not visible. | Similar to Alternative 11 except one less story visible. |
| Viewpoint 2 | Background upper 2 stories of West Parking Garage visible. Existing building obstructs view of other campus buildings. | Approximately 16 stories of central tower visible. Upper 2 stories visible in background. | Approximately 9 stories of central tower visible. | Similar height as Alternative 11, greater in bulk without the setbacks on building to the left (east). |
| Viewpoint 3 | No campus buildings visible. | Campus buildings fill middle ground, most of 17-20 stories visible, partially obstructed by trees. Street-edge approximately 3 stories visible. | Same as Alternative 8 on the east side of 16th Avenue and approximately 5 stories less on the west side; reducing overall middle ground heights. | Same as Alternative 11. |
| Viewpoint 4 | Foreground upper 2 stories visible, lower stories obstructed by vegetation. | Street-edge height and bulk similar to Alternative 1 (East Tower to remain). Additional upper stories step back at 37 feet. Approximately 8 additional stories visible above step back. | Street-edge same as Alternative 8. Approximately 2 additional stories visible above step back. | Same as Alternative 11. |

Table 3.4-1 (Continued)
Estimated Height, Bulk, and Scale Impacts of the Alternatives

| Viewpoint | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal - Alternative 12 – Addition of 1.55 Million Gross SF |
|--------------------|---|---|---|--|
| Viewpoint 5 | Right foreground parking area visible. Background buildings partially obscured by vegetation. | Three stories visible in the foreground. Top story steps back from facade. Building façade is modulated. | A 25-foot setback and one story less in the background compared to Alternative 8, reducing the bulk and scale. | Similar to Alternative 11 with slightly less height in the distance. |
| Viewpoint 6 | Buildings mostly obscured by existing buildings and vegetation. | Same as Alternative 1. | Same as Alternative 1. | Same as Alternative 1. |
| Viewpoint 7 | Background upper 4 stories partially visible, partially obscured by existing buildings in foreground. | Proposed middle-ground building obscures background and is partially obscured by existing buildings in foreground. Background upper Central Utility Plant stack just visible. Upper 3-4 stories of central campus building visible in distant background. | Similar to Alternative 8, except 1 story lower than Alternative 8 and with one full story of James Tower visible in the background. | Less height than Alternative 8 and more than Alternative 11 due to 1 additional floor visible for a portion of the view. |
| Viewpoint 8 | Parking lot visible in foreground (left) and 4 stories of existing campus buildings visible in the background (left). | Approximately 3-4 stories of foreground building obscures view of campus. Top story steps back from façade. | One story lower than Alternative 8 | Less height and bulk than Alternative 8 and more than Alternative 11 due to additional height in foreground. |

Table 3.4-1 (Continued)
Estimated Height, Bulk, and Scale Impacts of the Alternatives

| Viewpoint | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Swedish Proposal - Alternative 12 – Addition of 1.55 Million Gross SF |
|---------------------|--|--|---|---|
| Viewpoint 9 | Upper stories of James Tower visible in background; lower stories partially obscured by vegetation (left). Right foreground parking lot visible. | Approximately 3-4 stories visible in right foreground; top story set back from façade. James Tower not visible in middle ground; background along west side (left) 18th Avenue upper stories just visible of the northern most building. | Approximately 2 stories visible in right foreground. | Same as Alternative 11. |
| Viewpoint 10 | Distant background one upper-story barely visible; Central Utility Plant stack partially visible. | Approximately 12 stories of central campus visible above trees. Central Utility Plant stack remains visible. | Approximately 6 stories of central campus visible above trees. Central Utility Plant stack remains visible. | Same as Alternative 11. |
| Viewpoint 11 | Right foreground; upper 4 stories visible; background; skybridge visible. | Approximately 15-17 stories of buildings visible to the left and right; vegetation partially obscures lower floors; skybridge visible. | Similar bulk and scale to Alternative 8 on the east side. Less bulk and scale on the west in the middle ground (on 16th Avenue) and more bulk and scale in the foreground (on E Jefferson). | Same as Alternative 11. |
| Viewpoint 12 | Left foreground; upper 4-5 stories visible, lower stories partially obscured by vegetation, top of Central Utility Plant stack visible over trees. | Foreground height and bulk same as to Alternative 1. Distant background upper-story just visible through trees. | Same as Alternative 1. | Same as Alternative 1. |

Viewpoint 1

Alternative 1 – No Build

Viewpoint 1 (Figure 3.4-2) shows the view looking east on E James Court at 12th Avenue within the Seattle University campus adjacent to Seattle University Park. Seattle University campus is

visible in the foreground; Swedish Cherry Hill, including the James Tower, is partially visible in the distance at the center of the view.

All Build Alternatives

Viewpoint 1 shows a change to the territorial view of Swedish Cherry Hill from the vicinity of the Seattle University campus. Specifically, James Tower would no longer be visible from Viewpoint 1 and there would be new buildings with considerable height, bulk, and scale within view.

Alternative 8

Distant background shows approximately 13 stories visible, central campus buildings visible, James Tower not visible, and 3 to 4 stories of Jefferson Tower partially visible.

Alternative 11

Distant background shows approximately 7 to 8 stories visible, central campus buildings visible, James and Jefferson Towers not visible.

Alternative 12

Similar to Alternative 11 except one less story visible in the background and a corner of Jefferson Tower is visible.



Figure 3.4-2

Viewpoint 1: Alternative 1
East on E James Court at 12th Avenue



Figure 3.4-3

Viewpoint 1: Alternative 8
East on E James Court at 12th Avenue



Figure 3.4-4

Viewpoint 1: Alternative 11
East on E James Court at 12th Avenue



Figure 3.4-5

Viewpoint 1: Alternative 12
East on E James Court at 12th Avenue

Viewpoint 2

Alternative 1 – No Build

Viewpoint 2 (Figure 3.4-6) shows the view looking south from the intersection of 15th Avenue and E Cherry Street – the western edge of the Swedish Cherry Hill campus. Northwest Kidney Center is visible in the left foreground, the Swedish Cherry Hill parking garage is visible in the distance on the left, and the rear of the Seattle University Connolly Center (athletics and recreational sports) is visible in the foreground on the right.

All Build Alternatives

Viewpoint 2 shows that the greatest increase in height and bulk would be situated back from the viewpoint at 15th Avenue along E Cherry Street. The impact of this bulk is negligible due to the wall-like nature of the Seattle University buildings that face 15th Avenue. There would be a minor impact from the height and scale of the center portion of the western edge of the Swedish Cherry Hill campus due to the potential 135 to 175 foot height difference with Seattle University buildings across the street. Swedish is proposing that the center portion of this block be developed with a building of 160 feet for Alternatives 11 or 12 (conditioned down to 150 feet for both alternatives), or 240 feet for Alternative 8 as compared to the 65 foot height limit for the Seattle University buildings on the west side of the street. For all Build Alternatives, Swedish is proposing a height limit of 65 feet for buildings on the north and south portions of this block fronting on 15th Avenue, however the portion designated MIO-65 on the southern edge would be much smaller for Alternative 11 than the MIO-65 areas for Alternatives 8 and 12. For Alternative 11, Swedish has proposed a small section of MIO-65 along the southern edge, then a small section of MIO-105. The middle portion of the block designated as MIO-160 would extend farther to the south than that proposed for Alternative 12.

Alternative 8

Approximately 16 stories of the proposed tower would be visible from this viewpoint, with the upper 2 stories visible in background.

Alternative 11

Viewpoint 2 shows the upper stories (on the left/east) with setbacks (5 feet above 37 feet in height, 10 feet above 65 feet in height, and 15 feet above 105 feet in height) but with approximately 4 to 5 stories less than Alternative 8.

Alternative 12

Viewpoint 2 is similar to Alternative 11 in height, but slightly greater in bulk because the building on the left does not step back away from the street as shown in Alternative 11.



Figure 3.4-6

**Viewpoint 2: Alternative 1
South on 15th Avenue at E Cherry Street**



Figure 3.4-7

**Viewpoint 2: Alternative 8
South on 15th Avenue at E Cherry Street**



Figure 3.4-8

**Viewpoint 2: Alternative 11
South on 15th Avenue at E Cherry Street**



Figure 3.4-9

**Viewpoint 2: Alternative 12
South on 15th Avenue at E Cherry Street**

Viewpoint 3

Alternative 1 – No Build

Viewpoint 3 (Figure 3.4-10) shows the view looking south on 16th Avenue between E Cherry and E Columbia Streets. The viewpoint is just to the north of E Cherry Street. The hospital skybridge over 16th Avenue is just visible through the vegetation in the distance. The view of buildings on the west side of 16th Avenue is obstructed by vegetation.

All Build Alternatives

Viewpoint 3 shows changes to the general character of the neighborhood to the north of the campus with all Alternatives. The height, bulk, and scale of the proposed buildings on the main campus area of Swedish Cherry Hill would change the view from a lower density mixed residential and commercial neighborhood to a higher density urban setting.

Alternative 8

Approximately 17 to 20 stories would be visible in the background. The proposed towers are the same height on each side of 16th Avenue. The street-edge would have approximately 3 stories visible.

Alternatives 11 and 12

Viewpoint 3 shows the upper stories on the left (east) setback 5 feet above 37 feet in height, 10 feet above 65 feet in height, and 15 feet above 105 feet in height and the upper stories on the right (west) setback 5 feet above 37 feet in height. These setbacks lessen the overall bulk and scale impact compared to Alternative 8.



Figure 3.4-10

Viewpoint 3: Alternative 1
16th Avenue between E Cherry & E Columbia Streets



Figure 3.4-11

Viewpoint 3: Alternative 8
16th Avenue between E Cherry & E Columbia Streets



Figure 3.4-12

Viewpoint 3: Alternative 11
16th Avenue between E Cherry & E Columbia Streets



Figure 3.4-13

Viewpoint 3: Alternative 12
16th Avenue between E Cherry & E Columbia Streets

Viewpoint 4

Alternative 1 – No Build

Viewpoint 4 (Figure 3.4-14) shows the view looking west on E Cherry Street at 18th Avenue. The East Tower of the Swedish Cherry Hill campus is visible in the foreground on the left. The Department of Health and Human Services building is visible on the right.

All Build Alternatives

Viewpoint 4 shows a general maintenance of the building character along the south side of E Cherry Street in the vicinity of the intersection with 18th Avenue. In the distant background, closer to 17th Avenue, there would be an increase in the height, bulk, and scale.

Alternative 8

Viewpoint 4 shows an increase in the height, bulk, and scale with 10 to 15 stories visible in the distant background the proposed buildings on the south side of the street. Street-edge height and bulk would be similar to Alternative 1 (East Tower to remain). Additional upper stories would step back at 37 feet. Approximately 8 additional stories would be visible above step back.

Alternatives 11 and 12

Viewpoint 4 shows only approximately 2 additional stories visible above step back. Street-edge height and bulk would be similar to Alternative 1 (East Tower to remain).



Figure 3.4-14

**Viewpoint 4: Alternative 1
West on E Cherry at 18th Avenue**



Figure 3.4-15

**Viewpoint 4: Alternative 8
West on E Cherry at 18th Avenue**



Figure 3.4-16

**Viewpoint 4: Alternative 11
West on E Cherry at 18th Avenue**



Figure 3.4-17

**Viewpoint 4: Alternative 12
West on E Cherry at 18th Avenue**

Viewpoint 5

Alternative 1 – No Build

Viewpoint 5 (Figure 3.4-18) shows the view looking south on E Cherry Street, mid-block between 18th and 19th Avenues. The campus surface parking lot, on the eastern portion of the campus, is to the right of the view. The mostly single-family residences on the eastern half of the block are to the left.

Alternative 8

Viewpoint 5 shows a change in the building character along E Cherry Street near 18th and 19th Avenues. The open character of the lower density residential space would be changed to a building with considerable height, bulk, and scale; especially in relation to the adjacent residential zoned land adjacent to the east. Three stories are visible in the foreground. Upper-level setbacks, above 37 feet, would be provided to modulate the bulk and scale of the new buildings. The building is setback 10 feet from the property line.

Alternative 11

Viewpoint 5 shows similar changes to height, bulk, and scale compared to Alternative 8. In response to community concerns relating to these impacts, Alternative 11 shows an increased setback (25 feet) from the adjacent property line and approximately 1 story less in the background.

Alternative 12

Viewpoint 5 shows the same height, bulk and scale compared to Alternative 11 except for slightly less height in the distance.



Figure 3.4-18

Viewpoint 5: Alternative 1
South mid-block between 18th & 19th Avenues at E Cherry Street



Figure 3.4-19

Viewpoint 5: Alternative 8
South mid-block between 18th & 18th Avenues at E Cherry Street



Figure 3.4-20

Viewpoint 5: Alternative 11
South mid-block between 18th & 19th Avenues at E Cherry Street



Figure 3.4-21

Viewpoint 5: Alternative 12
South mid-block between 18th & 19th Avenues at E Cherry Street

Viewpoint 6

Alternative 1 – No Build

Viewpoint 6 (Figure 3.4-22) shows the view looking west on E Cherry Street at 19th Avenue. The view of Swedish Cherry Hill campus buildings is obstructed by vegetation. Only the cupola of James Tower is visible over a house in the foreground.

All Build Alternatives

When in bloom or full with leaves, deciduous street trees along E Cherry would obscure the view of potential development on the corner of 18th Avenue and E Cherry Street. Viewpoint 6 shows negligible impact for all Build Alternatives because of the view blockage of the deciduous street trees. The new building would be located behind the house on the left.

For illustration purposes, in Figure 3.4-24 and 3.4-25, a simulation of a potential structure under Alternatives 11 and 12, respectively, have been superimposed over the photo of the trees to provide the reader with an indication of the relative size of a potential new structure. The roofline indicated in the simulation is paralleling the topography of the block.

Views of buildings would be greater when the deciduous street trees are bare of leaves in the winter. Impacts would be negligible to minor.



Figure 3.4-22

Viewpoint 6: Alternative 1
West on E Cherry Street at 19th Avenue



Figure 3.4-23

Viewpoint 6: Alternative 8
West on E Cherry Street at 19th Avenue



Figure 3.4-24

**Viewpoint 6: Alternative 11 (with Structure Superimposed over Trees)
West on E Cherry Street at 19th Avenue**



Figure 3.4-25

**Viewpoint 6: Alternative 12 (with Structure Superimposed over Trees)
West on E Cherry Street at 19th Avenue**

Viewpoint 7

Alternative 1 – No Build

Viewpoint 7 (Figure 3.4-26) shows the view looking west on 19th Avenue between E Jefferson and E Cherry Streets. The Central Utility Plant stack and James Tower are partially visible in the background.

All Build Alternatives

Viewpoint 7 shows a change in the neighborhood character along 19th Avenue. The character behind the lower density residentially zoned land and surface parking areas would be changed to buildings with greater bulk and scale than today, but the impact may be less than illustrated with building design, articulation, and compatible building materials. Upper-level setbacks, above 37 feet, and a landscape terrace on the eastern facade would be provided to modulate the bulk and scale of the new buildings.

Alternative 8

Approximately 3 to 4 stories of the west campus tower are visible in the distant background. The central campus stories are visible but mostly obscured by vegetation.

Alternative 11

Viewpoint 7 shows some buildings visible in the background. The top story of the James Tower is visible because, for Alternative 11, the height limit is lower than for Alternative 8, in response to community concerns relating to these impacts.

Alternative 12

The viewpoint shows less new building height than Alternative 8 and more than Alternative 11 due to one additional floor visible for a portion of the view.



Figure 3.4-26

Viewpoint 7: Alternative 1
West at 19th Avenue between E Jefferson & E Cherry Streets



Figure 3.4-27

Viewpoint 7: Alternative 8
West at 19th Avenue between E Jefferson & E Cherry Streets



Figure 3.4-28

Viewpoint 7: Alternative 11
West at 19th Avenue between E Jefferson & E Cherry Streets



Figure 3.4-29

Viewpoint 7: Alternative 12
West at 19th Avenue between E Jefferson & E Cherry Streets

Viewpoint 8

Alternative 1 – No Build

Viewpoint 8 (Figure 3.4-30) shows the view looking north on E Jefferson Street mid-block between 18th and 19th Avenues. The southern end of the campus surface parking lot, on the eastern portion of the campus, is in the left foreground of the view. James Tower and East Tower are partially visible in the left and background view. Residences adjacent to the parking area are partially visible through the vegetation in the foreground on the right.

Alternative 8

Viewpoint 8 shows a change in the building character along E Jefferson Street near 18th and 19th Avenues. The open character of the surface parking/under-developed land and lower density residential spaces would be changed to approximately 3- to 4-story buildings. Upper-level setbacks, above 37 feet, and a landscape terrace on the eastern façade would be provided to modulate the bulk and scale of the new buildings. The proposed building is setback 10 feet from the property line.

Alternative 11

Viewpoint 8 shows Alternative 11 is similar to the height, bulk, and scale of Alternative 8 except for one less story. In response to community concerns relating to these impacts, Alternative 11 shows an increased setback (25 feet) from the adjacent property line to the east. The upper-story is setback 30 feet above 37 feet in height.

Alternative 12

Viewpoint 8 shows Alternative 12 has less height and bulk than Alternative 8 and more than Alternative 11 due to additional height in the foreground.



Figure 3.4-30

Viewpoint 8: Alternative 1
North on E Jefferson St mid-block between 18th & 19th Avenues



Figure 3.4-31

Viewpoint 8: Alternative 8
North on E Jefferson St mid-block between 18th & 19th Avenues



Figure 3.4-32

Viewpoint 8: Alternative 11
North on E Jefferson St mid-block between 18th & 19th Avenues



Figure 3.4-33

Viewpoint 8: Alternative 12
North on E Jefferson St mid-block between 18th & 19th Avenues

Viewpoint 9

Alternative 1 – No Build

Viewpoint 9 (Figure 3.4-34) shows the view looking north on 18th Avenue at E Jefferson Street. The Central Utility Plant stack is visible in the foreground with James Tower visible in the background. The campus surface parking is located on the right.

All Build Alternatives

Viewpoint 9 shows a change in the building character at E Jefferson Street and 18th Avenue. The open character of the surface parking/under-developed land and lower density residential spaces would be changed to 3- to 4-story buildings. Upper-level setbacks above 37 feet, elimination of the parking lane, and continuation of neighborhood greenway-street north and south of the campus, would be provided to modulate the bulk and scale of the new buildings.

Alternative 8

Viewpoint 9 shows the reduced height from the existing MIO-105 to a height limit of 65 feet at the corner of 18th Avenue and E Jefferson Street; 2 to 3 additional stories are visible above the existing Central Utility Plant (left).

Alternatives 11 and 12

Viewpoint 9 shows on the right foreground a building of similar height, bulk, and scale compared to Alternative 8 except the building is closer to 18th Avenue at ground level and with one less story compared to Alternative 8. The increased upper-story setback (30 feet setback above 37 feet in height) facing E Jefferson Street does not seem to lessen the height, bulk and scale at this viewpoint compared to Alternative 8. No building is visible behind the stack.



Figure 3.4-34

Viewpoint 9: Alternative 1
North on 18th Avenue at E Jefferson Street



Figure 3.4-35

Viewpoint 9: Alternative 8
North on 18th Avenue at E Jefferson Street



Figure 3.4-36

Viewpoint 9: Alternative 11
North on 18th Avenue at E Jefferson Street



Figure 3.4-37

Viewpoint 9: Alternative 12
North on 18th Avenue at E Jefferson Street

Viewpoint 10

Alternative 1 – No Build

Viewpoint 10 (Figure 3.4-38) shows the view looking north on 18th Avenue at E Alder Street. The campus Central Utility Plant stack is visible in the distance.

Alternative 8

Viewpoint 10 shows moderate impact to the general character of the neighborhood in the block south of the campus with Alternative 8 due to the visibility of approximately 12 stories of the central campus upper stories.

Alternatives 11 and 12

Viewpoint 10 shows minor impact to the general character of the neighborhood in the block south of the campus with Alternatives 11 and 12 due to the general visibility of the central campus upper stories. Approximately 6 stories of the central campus upper stories are visible.



Figure 3.4-38

**Viewpoint 10: Alternative 1
North on 18th Avenue at E Alder Street**



Figure 3.4-39

**Viewpoint 10: Alternative 8
North on 18th Avenue at E Alder Street**



Figure 3.4-40

**Viewpoint 10: Alternative 11
North on 18th Avenue at E Alder Street**



Figure 3.4-41

**Viewpoint 10: Alternative 12
North on 18th Avenue at E Alder Street**

Viewpoint 11

Alternative 1 – No Build

Viewpoint 11 (Figure 3.4-42) shows the view looking north on 16th Avenue at E Jefferson Street. Jefferson Tower is visible on the right, and the 16th Avenue skybridge that connects the central campus to the West Parking Garage is visible in the distance.

Alternative 8

Viewpoint 11 shows change to the general character of 16th Avenue at E Jefferson Street due to the bulk and scale of Alternative 8.

Alternatives 11 and 12

Viewpoint 11 shows the upper stories on the right (east) setback 5 feet above 37 feet in height, 10 feet above 65 feet in height, and 15 feet above 105 feet in height and the upper stories on the left (west) setback 5 feet above 37 feet in height but with approximately 5 fewer stories visible, but with less setback and 3 more stories visible in the foreground. These setbacks lessen the overall bulk and scale impact compared to Alternative 8 and allows more open sky on 16th Avenue.



Figure 3.4-42

**Viewpoint 11: Alternative 1
North on 16th Avenue at E Jefferson Street**



Figure 3.4-43

**Viewpoint 11: Alternative 8
North on 16th Avenue at E Jefferson Street**



Figure 3.4-44

**Viewpoint 11: Alternative 11
North on 16th Avenue at E Jefferson Street**



Figure 3.4-45

**Viewpoint 11: Alternative 12
North on 16th Avenue at E Jefferson Street**

Viewpoint 12

Alternative 1 – No Build

Viewpoint 12 (Figure 3.4-46) shows the view looking east on E Jefferson Street at 16th Avenue. Jefferson Tower is visible in the foreground on the left and the Central Utility Plant stack is visible above the tree line in the distance. The main entrance to the campus is in between, but obscured by vegetation.

Alternatives 8

Viewpoint 12 shows that the foreground for Alternative 8 would be similar to the Existing Conditions and Alternative 1 - No Build. Due to the distance of the view, impacts from new height and bulk in the middle background would be minor.

Alternative 11 and 12

Viewpoint 12 shows that this view for Alternatives 11 and 12 would be the same as the Existing Conditions and Alternative 1 - No Build.



Figure 3.4-46

Viewpoint 12: Alternative 1
East on E Jefferson Street at 16th Avenue



Figure 3.4-47

Viewpoint 12: Alternative 8
East on E Jefferson Street at 16th Avenue



Figure 3.4-48

Viewpoint 12: Alternative 11
East on E Jefferson Street at 16th Avenue



Figure 3.4-49

Viewpoint 12: Alternative 12
East on E Jefferson Street at 16th Avenue

3.4.1.4 Mitigation Measures

Height, bulk, and scale relate to the size of buildings and their relationship to neighboring structures. The City's SEPA policies recognize that physical characteristics of buildings affect the character of neighborhoods. These policies also recognize a need to address building height, bulk, and scale as a means to achieve appropriate transition from one zoning district to another.

Swedish Proposed Mitigation Measures

Swedish has proposed building setbacks as one means of mitigating or lessening the proposed heights of buildings. The proposed setbacks are as follows:

Alternative 8

1. On the west side of campus, Swedish has proposed a 10-foot setback for any new structure that is built above the existing garage (height varies from 10 to 32 feet). Along 15th Avenue, Swedish is proposing that buildings be set back 10 feet from the property line up to a height of 65 feet, and then an additional 10-foot setback, for a total of 20 feet. Along E Cherry Street, Swedish is proposing a 20-foot setback from the property line. Along both faces of 16th Avenue, Swedish is proposing that the lower portions of buildings be set back 5 feet from the property line up to a height of 37 feet, and then an additional 5 feet, for a total of 10 feet of setback for the upper-levels.
2. In the central block of the campus, from 16th Avenue, the lower portions of buildings would be set back 5 feet from the property line up to a height of 37 feet, and then an additional 5 feet, for a total of 10 feet of setback for the upper-levels. Along E Cherry Street, Swedish is proposing a 5-foot setback at ground level, an additional 15 feet of setback at a height of 37 feet (for a total of 20 feet), and an additional 60 feet of setback for portions of buildings above 105 feet (for a total of 80 feet of setback). The James Tower would remain on the west side of 18th Avenue. Swedish is proposing to maintain the 5-foot setback from the property line that exists up to approximately 90 feet, and then an additional 10 feet in setback (for a total of 15 feet). Along E Jefferson Street, Swedish is proposing a 5-foot setback from the property line up to a height of 37 feet, and then an additional 5 feet of setback (for a total of 10 feet).
3. Along the east side of 18th Avenue, Swedish is proposing a 5-foot setback from the property line at ground level up to 37 feet in height, and then an additional 5 feet in setback (for a total of 10 feet) for portions of the buildings above 37 feet in height. Along E Cherry Street, Swedish is proposing a 10-foot setback from the property line up to a height of 37 feet, and then an additional 5 feet (for a total of 15 feet) for portions of the buildings above 37 feet in height. Along E Jefferson Street, Swedish is proposing a 5-foot setback at ground level to the face of the underground parking garage, an additional 5 feet (total of 10 feet) of setback for the building façade up to a height of 37 feet, and then an additional 10 feet (for a total of 20 feet of setback) for upper-level portions of the building between 37 and 50 feet in height. The rear setbacks are proposed to be 10 feet at ground level up to 37 feet, and an additional 10 feet (total of 20 feet) of setbacks for portions of the buildings between 37 and 50 feet in height. The underground garage is shown as potentially up to 6 feet in height above ground level.

The 10-foot setback would start above the surface of the garage roof. Swedish is also proposing some minor façade modulation for upper-level portions of structures adding 2.5 feet to the 10-foot setback and 5 feet to the 20-foot setback in some areas.

Alternative 11

1. Swedish has proposed the same setback for this section as proposed for Alternative 8: a 10-foot setback for any new structure that is built above the existing garage (height varies from 10 to 32 feet). Along 15th Avenue, Swedish is proposing smaller setbacks than proposed for Alternative 8: that buildings be built to the property line at ground level up to a height of 37 feet, then a setback of 5 feet to a height of 65 feet, then an additional 5-foot setback (total of 10 feet) to a height of 105 feet, and then an additional 5 feet (for a total setback of 15 feet) for upper-levels. Along E Cherry Street, Swedish is proposing a 20-foot setback from the property line, the same as proposed for Alternative 8. Along the west side of 16th Avenue, Swedish is proposing different setbacks for the northern, middle, and southern portions of the block face; and an additional upper-level setback as compared to the setbacks proposed for Alternative 8. In the northern portion, adjacent to the Seattle Medical & Rehab Center, Swedish is proposing a setback of 10 feet. In the middle portion of the block face, Swedish is proposing that the lower portions of buildings be built to the property line up to a height of 37 feet, and then 5-foot setback for portions of structures between 37 and 65 feet in height, then an additional 5-foot setback (total of 10 feet) for portions between 65 and 105 feet in height, and then an additional 5 feet (total of 15 feet) for portions above 105 feet. On the southern portion of the block face on the Carmack House site, Swedish is proposing a 20-foot setback from the property line.
2. In the central block of the campus, along the northern portion of the east side of 16th Avenue, for Alternative 11 Swedish is proposing no setback at ground level (as compared to a 5-foot setback for Alternative 8), with greater setbacks at the upper-levels. The setback would be 5 feet at 37 feet in height, and then an additional 5 feet (total of 10 feet) at 65 feet in height, and an additional 5 feet (total of 15 feet) at 105 feet and higher. The center portion would be set back 5 feet at an elevation of 37 feet and higher, and a 10-foot setback for the southern portion (the Jefferson Tower is currently set back 30 feet). Along E Cherry Street, Swedish is proposing the same setbacks as for Alternative 8, a 5-foot setback at ground level, an additional 15 feet of setback at a height of 37 feet (for a total of 20 feet), and an additional 60 feet of setback for portions of buildings above 105 feet (for a total of 80 feet of setback). Facing the west side of 18th Avenue, the setbacks would be the same as for Alternative 8. The James Tower would remain on the west side of 18th Avenue. Swedish is proposing to maintain the 5-foot setback from the property line that exists up to approximately 90 feet, and then an additional 10 feet in setback (for a total of 15 feet). Along E Jefferson Street, Swedish is proposing a 5-foot setback from the property line up to a height of 37 feet, and then an additional 5 feet of setback (for a total of 10 feet), the same as proposed for Alternative 8.

3. Along the east side of 18th Avenue in the east block of campus, Swedish is proposing a 5-foot setback from the property line at ground level up to 37 feet in height, and then an additional 5-foot feet in setback (for a total of 10 feet) for portions of the buildings above 37 feet in height, the same as for Alternative 8. Along E Cherry Street, Swedish is proposing a 10-foot setback from the property line up to a height of 37 feet, and then an additional 20 feet (for a total of 30 feet) for portions of the buildings above 37 feet in height. Along E Jefferson Street, Swedish is proposing a 10-foot setback at ground level for the building façade up to a height of 37 feet (the maximum height proposed for that location. The rear setbacks are proposed to be 25 feet at ground level up to 37 feet, and an additional 5 feet (total of 30 feet) of setbacks for portions of the buildings between 37 and 50 feet in height. For Alternatives 11 and 12, Swedish is proposing that the center section of this half-block be limited in height to 15 feet. The 25-foot rear setback is shown as proposed open space.

Swedish would use a number of measures to reduce or eliminate aesthetic impacts:

- Scale-reducing elements, particularly at areas exposed to people activity (e.g., building entrances, adjacent to walkways, places of high visibility) would be identified and encouraged during project design.
- Pedestrian amenities would be provided as site improvements.
- Landscaping and open space would be provided for pedestrian interest, scale, partial building screening and building contrast.

Alternative 12

1. On the west portion of campus along E Jefferson St, Swedish has proposed the same setback as shown for Alternatives 8 and 11: a 10-foot setback for any new structure that is built above the existing garage (height varies from 10 to 32 feet). Along 15th Avenue, Swedish is proposing smaller setbacks than proposed for Alternative 8 and greater setbacks than those shown for Alternative 11: that buildings be built to the property line at ground level up to a height of 37 feet, then a setback of 10 feet to a height of 65 feet, then an additional 5-foot setback (total of 15 feet) to the maximum proposed height of 150 feet. Along E Cherry Street, Swedish is proposing a 20-foot setback from the property line, the same as proposed for Alternatives 8 and 11. Along the west side of 16th Avenue, Swedish is proposing different setbacks for the northern, middle, and southern portions of the block face; and an additional upper-level setback as compared to the setbacks proposed for Alternatives 8 or 11. In the northern portion, adjacent to the Seattle Medical & Rehab Center, Swedish is proposing no setback at ground level up to a height of 37 feet, then a setback of 10 feet. In the middle portion of the block face, Swedish is proposing the same setbacks as shown for Alternative 11: that the lower portions of buildings be built to the property line up to a height of 37 feet, and then 5-foot setback for portions of structures between 37 and 65 feet in height, then an additional 5-foot setback (total of 10 feet) for portions between 65 and 105 feet in height, and then an additional 5 feet (total of 15 feet) for portions above 105 feet. On the southern portion of the block face on the Carmack House site, Swedish is

proposing smaller setbacks than shown for Alternative 11: a 5-foot setback from the property line up to a height of 27 feet, and then an additional 5-foot setback (total of 10 feet) for structures above 37 feet in height.

2. In the central block of the campus, along the northern portion of the east side of 16th Avenue, for Alternative 12 Swedish is proposing the same setbacks as shown for Alternative 11: no setback at ground level (as compared to a 5-foot setback for Alternative 8), with greater setbacks at the upper-levels. The setback would be 5 feet at 37 feet in height, and then an additional 5 feet (total of 10 feet) at 65 feet in height, and an additional 5 feet (total of 15 feet) at 105 feet and higher. The center portion would be set back 5 feet at an elevation of 37 feet and higher (same as Alternative 11), and a 10-foot setback for the southern portion (same as Alternative 11 (the Jefferson Tower is currently set back 30 feet). Along E Cherry Street, Swedish is proposing the same setbacks as for Alternatives 8 and 11, a 5-foot setback at ground level, an additional 15 feet of setback at a height of 37 feet (for a total of 20 feet), and an additional 60 feet of setback for portions of buildings above 105 feet (for a total of 80 feet of setback). Facing the west side of 18th Avenue, the setbacks would be the same as for Alternatives 8 and 11. The James Tower would remain on the west side of 18th Avenue. Swedish is proposing to maintain the 5-foot setback from the property line that exists up to approximately 90 feet, and then an additional 10 feet in setback (for a total of 15 feet). Along E Jefferson Street, Swedish is proposing a 5-foot setback from the property line up to a height of 37 feet, and then an additional 5 feet of setback (for a total of 10 feet), the same as proposed for Alternatives 8 and 11.
3. Along the east side of 18th Avenue in the east block of campus, Swedish is proposing a 5-foot setback from the property line at ground level up to 37 feet in height, and then an additional 5-foot feet in setback (for a total of 10 feet) for portions of the buildings above 37 feet in height, the same as for Alternatives 8 and 11. Along E Cherry Street, Swedish is proposing a 10-foot setback from the property line up to a height of 37 feet, and then an additional 20 feet (for a total of 30 feet) for portions of the buildings above 37 feet in height (same as for Alternative 11). Along E Jefferson Street, Swedish is proposing a 10-foot setback at ground level for the building façade up to a height of 37 feet (the maximum height proposed for that location (same as for Alternative 11)). The rear setbacks are proposed to be 25 feet at ground level up to 37 feet, and an additional 5 feet (total of 30 feet) of setbacks for portions of the buildings between 37 and 50 feet in height (same as Alternative 11). For Alternatives 11 and 12, Swedish is proposing that the center section of this half-block be limited in height to 15 feet. The 25-foot rear setback is shown as proposed open space.

Swedish would use a number of measures to reduce or eliminate aesthetic impacts:

- Scale-reducing elements, particularly at areas exposed to people activity (e.g., building entrances, adjacent to walkways, places of high visibility) would be identified and encouraged during project design.
- Pedestrian amenities would be provided as site improvements.
- Landscaping and open space would be provided for pedestrian interest, scale, partial building screening and building contrast.

Additional Potential Mitigation Measures to Reduce the Impacts of Height, Bulk, and Scale

Other mitigation measures could include:

- New buildings could be designed in accordance with adopted design guidelines.
- Swedish Cherry Hill could comply with or exceed the setback requirements of the underlying campus zoning, include upper-level setbacks, and modulation.
- New buildings could be designed with façade treatments, articulation, use of materials, varying roof heights, and fenestration to make the buildings look more consistent with the existing architectural character.
- New buildings could be designed with the appearance of multiple buildings to reduce bulk and scale.
- Heights could be further reduced.

3.4.1.5 Secondary and Cumulative Impacts

The height, bulk, and scale of new development at Swedish Cherry Hill would be visible from various locations in the neighborhood (see Viewpoints 1 and 10). The height, bulk, and scale would contribute to an overall increase in heights and density in the Squire Park neighborhood when combined with new development at Seattle University, new lowrise residential development to the east of the Cherry Hill campus, and new residential, commercial, and institutional development to the west.

3.4.1.6 Significant Unavoidable Adverse Impacts

Under Alternatives 8, 11, and 12 development on the existing campus would intensify, resulting in greater height, bulk, and scale as compared to existing development on campus. The height, bulk, and scale of Alternatives 8, and the bulk and scale of Alternatives 11 and 12, adjacent to the single-family residential block between 18th and 19th Avenues (Viewpoints 5, 7, and 8) would be a significant unavoidable adverse impact. Alternatives 11 and 12 would have less of an impact than Alternative 8 due to the proposed lower heights and greater setbacks. Other significant unavoidable adverse impacts include: Viewpoints 3, 5, Alternative 8 and 11.

3.4.2 View Protection

The discussion of view protection describes the existing public views of scenic routes and historic landmarks in the vicinity of the proposed Swedish Cherry Hill MIMP, and evaluates how development associated with the Master Plan would affect these public views.

3.4.2.1 Policy Context

P2. Public View Protection Policies

- a. i. *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, identified in Attachment 1 [Attachment 1 is located at the end of Section 25.05.675 of the code]. This subsection does not apply to the Space Needle, which is governed by subsection P2c [of Section 25.05.675 of the code].*
- b. i. *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 Section 25.05.675 of the code].*
- ii. *A proposed project may be conditioned or denied to mitigate view impacts on historic landmarks, whether or not the project meets the criteria of the Overview Policy set forth in SMC Section 25.05.665.*

3.4.2.2 Affected Environment

Topography of the site and the surrounding area slopes slightly down to the west and east. There is some visibility of the downtown skyline from some vantage points along public rights-of-way (looking to the west on E Jefferson and E Cherry Streets). The ridge-top location makes Swedish Cherry Hill visually prominent from Seattle University, which sits on another ridge and in the valley to the west, and Garfield High School, which sits on another ridge to the east.

The closest scenic routes (as defined in SMC 25.05.675), E Madison Street and E Yesler Way are 1.5 miles away; the Swedish Cherry Hill campus is not visible from those routes.

James Tower (Providence 1910 Building, Ordinance 121588) is a Seattle Landmark. According to this policy, views of the landmark must be assessed for “*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*” (SMC 25.05.675) from various public places, including landmarks, public parks, and designated view corridors. The Land Use Code also regulates views of designated landmarks from existing rights-of-way or those proposed for vacation (SMC 23.69.032.E.5.j).

3.4.2.3 View Impacts

Alternative 1 - No Build

With Alternative 1 - No Build, existing views of the James Tower would not be changed.

Impacts Common to All Build Alternatives

The closest scenic routes, E Madison Street and E Yesler Way would not be affected by the Build Alternatives as the proposed changes would not be visible.

James Tower (Providence 1910 Building, Ordinance 121588) is a Seattle Landmark. The building would not be altered by the Master Plan, but consideration is given to this building's designation as a landmark relative to view protection policies. According to this policy, views of the landmark must be assessed for "*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*" (SMC 25.05.675). Due to increased building heights, all Build Alternatives would block some views of James Tower from adjacent streets. James Tower may be visible in the distance from the east (in the vicinity of Garfield High School), but would not be visible from Seattle University. Views of James Tower may remain from some viewpoints to the south.

3.4.2.4 Mitigation Measures

No mitigation measures have been identified.

3.4.2.5 Secondary and Cumulative Impacts

Development in the vicinity of James Tower would cumulatively lead to a reduction in views of historic structures in the Squire Park neighborhood.

3.4.2.6 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to views have been identified.

3.4.3 Light and Glare

This section describes existing light and glare conditions on the Swedish Cherry Hill campus and in the site vicinity.

3.4.3.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the light and glare analysis. Relevant policies from SMC 25.05.675 are provided below:

K. 2. Light and Glare Policies

- a. It is the City's policy to minimize or prevent hazards and other adverse impacts created by light and glare.*
- b. If a proposed project may create adverse impacts due to light and glare the decisionmaker shall assess the impacts and the need for mitigation.*
- c. Subject to the Overview Policy set forth in SMC Section 25.05.665, the decision maker may condition or deny a proposed project to mitigate its adverse impacts due to light and glare.*
- d. Mitigating measures may include, but are not limited to:*
 - i. Limiting the reflective qualities of surface materials that can be used in the development;*
 - ii. Limiting the area and intensity of illumination;*
 - iii. Limiting the location or angle of illumination;*
 - iv. Limiting the hours of illumination; and*
 - v. Providing landscaping.*

3.4.3.2 Affected Environment

Light and glare on and around Swedish Cherry Hill currently includes sources of building illumination, car headlights, site and street lighting, and signage. A number of the facilities are operated and lighted 24 hours a day. The Swedish Cherry Hill buildings are illuminated and visible from the surrounding area, but site landscaping obscures and block some of the light. The existing buildings have a variety of surfaces and finishes; including brick, concrete, and glass; but are generally of low reflectivity. No highly reflective materials or surfaces exist on the buildings.

3.4.3.3 Light and Glare Impacts

Alternative 1 – No Build

With Alternative 1 - No Build existing light and glare would not be changed.

Impacts Common to All Build Alternatives

Each alternative would likely generate typical commercial stationary sources of light including interior lighting, pedestrian-level lighting (along proposed sidewalks, entryways) and illuminated signs. Interior lighting could be equipped with automatic shut-off timers. Where lighting is required for emergency egress, automatic shades could be installed. Specific

information relative to stationary building fixtures and signage would be provided as part of the construction-level plans associated with the City of Seattle Building Permit process. At times during the construction period, required area lighting of the job site would be provided, and lighting would be directed away from residences as much as possible.

It is anticipated that the type of glazing that would be specified for the proposed buildings would be an energy-efficient glass in terms of solar heat gain and light transmittance. Glow from site illumination would be minimal, primarily because building design features such as downward-directed lighting and building materials.

Factors that contribute to glare off of buildings include weather, time of day and year, objects that block a light source or reflected light, the reflectivity of materials, and façade orientation. Glare is greatest on clear days during the late fall, winter, and early spring months when the sun is low on the horizon.

Light and glare from the Build Alternatives is not expected to cause safety hazards. More specific glare analysis would be conducted further into the design process.

3.4.3.4 Mitigation Measures

During operation, Swedish Cherry Hill would use a number of measures to reduce or eliminate light and glare impacts:

- Building design would use low-reflective glass and other materials, window recesses and overhangs, and façade modulation.
- Landscaping, screens, and “green walls” would be used to the extent practicable to obstruct light from shining to offsite locations.
- Nighttime illumination of the site and selected buildings may be restricted and provided only when function or safety requires it.
- Interior lighting would be equipped with automatic shut-off times. Automatic shades may be installed where lighting is required for emergency egress.
- Parking lots and structures may include screens or landscaping to obstruct glare caused by vehicle headlights.
- Lighting fixtures would provide down-lighting or be oriented away from nearby residences.

3.4.3.5 Secondary and Cumulative Impacts

Increased lighting on the Swedish Cherry Hill campus could contribute to an overall increase in lighting in the area. Cumulatively there could be an increase in sky glow in the nighttime sky if lighting is not properly shielded.

3.4.3.6 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts have been identified after mitigation.

3.4.4 Shadows

Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the shadow analysis. Relevant policies from SMC 25.05.675 are provided below:

Q.2. Shadows on Open Spaces Policies

It is the City's policy to minimize or prevent light blockage and the creation of shadows on open spaces most used by the public.

- a. Areas outside of downtown to be protected are as follows:
 - i. Publicly owned parks;*
 - ii. Public schoolyards;*
 - iii. Private schools which allow public use of schoolyards during non-school hours; and*
 - iv. Publicly owned street ends in shoreline areas.**
- b. The decision maker shall assess the extent of adverse impacts and the need for mitigation. The analysis of sunlight blockage and shadow impacts shall include an assessment of the extent of shadows, including times of the year, hours of the day, anticipated seasonal use of open spaces, availability of other open spaces in the area, and the number of people affected.*
- c. When the decision maker finds that a proposed project would substantially block sunlight from open spaces listed in subsections Q2a and Q2b above at a time when the public most frequently uses that space, the decision maker may condition or deny the project to mitigate the adverse impacts of sunlight blockage, whether or not the project meets the criteria of the Overview Policy set forth in SMC Section 25.05.665.*
- d. Mitigating measures may include, but are not limited to:
 - i. Limiting the height of the development;*
 - ii. Limiting the bulk of the development;*
 - iii. Redesigning the profile of the development;*
 - iv. Limiting or rearranging walls, fences, or plant material;*
 - v. Limiting or rearranging accessory structures, i.e., towers, railing, antennae; and*
 - vi. Relocating the project on the site.**

3.4.4.1 Affected Environment

Existing shadow conditions are created by the location and scale of structures relative to the seasonal pattern of the sun, time of day, and weather. Topography and vegetation also influence shadow patterns. All public parks and schools in Seattle are protected by the SMC to minimize shadow effects (SMC 25.06.675). The Firehouse Mini Park, located at 712 18th Avenue, is the only applicable public space within the vicinity of Swedish Cherry Hill.

Existing shadows created by Swedish Cherry Hill facilities are shown among the shadow simulations for Alternatives 8, 11 and 12 in Figures 3.4-51 through 3.4-97.

3.4.4.2 Shadow Impacts

Shadow Analysis

The alternatives were modeled with SketchUp™ software to determine shadows for the morning and afternoon hours during the winter and summer months. The analysis evaluates shading associated with the proposed buildings for 3 times of the day on 2 key solar days of the year, Winter Solstice (approximately December 21st) and Summer Solstice (approximately June 21st). These 2 days depict the minimum and maximum impacts relative to shadows cast by the alternatives. The analysis also evaluates shading associated with proposed buildings for 3 times of the day on 2 other key days of the year: Vernal (Spring) Equinox (approximately March 21st) and Autumnal (Fall) Equinox (approximately September 21st). Around the time of the equinox, night and day are about equal length. Shadow-related impacts would occur throughout the year, not only on these 4 days. A person standing in one location would observe differences in the duration of shadow-related impacts based on season and the width of the shadow. The analysis assumes full build-out of proposed MIO heights.

Shadow impacts specific to James Tower (1910 Providence Hospital building) and potentially historic resources are discussed in Section 3.6.3 of this EIS.

The shadow analysis for 3 times of the day on the Vernal (Spring) Equinox; Summer Solstice, Autumnal (Fall) Equinox, Winter Solstice is as follows:

Vernal (Spring) Equinox (refer to Figures 3.4-50 through 3.4-61)

Sunrise on vernal equinox (approximately March 20th) occurs at about 7:11 AM and sunset at about 7:21 PM¹. The extent of possible shading from existing buildings and proposed development must also be considered within the context of climatic data for the month (e.g., on average the number of clear, partly cloudy and cloudy days). Data² indicate that on average, March has 3.4 clear days, 5.8 partly cloudy days and 21.9 cloudy days.

As in indicated in Figures 3.4-50 through 3.4-61 for vernal equinox, shadows from existing campus development, together with shadows from other nearby buildings, were evaluated and compared to the Build Alternatives at 8:00 AM, 12:00 PM and 5:00 PM, respectively. The shadow diagrams are described below; Pacific Daylight Savings Time (PDT) is in-effect on this day. The maximum sun angle that occurs on this key solar day is approximately 42.9 degrees. In general, this is the angle between the horizon and the sun.

¹ These times are local times for Seattle. <http://www.timeanddate.com>

² Source: Western Regional Climate Center. 2014. Local Climate Summaries Available at: <http://www.wrcc.dri.edu/summary/lcd.html>.

Vernal (Spring) Equinox - 8:00 AM

Existing Conditions and Alternative 1 - No Build: Shadows from the Swedish Cherry Hill campus extend in a northwesterly direction and periodically shade portions of 15th and 16th Avenues, E Cherry Street, as well as the campus central plaza. Shadows from the west campus extend to Seattle University Connolly Center buildings across 15th Avenue and shade portions of the adjacent playfield. Shadow length, from structures in the surrounding area, varies depending on building height. Shadows from most single-family structures generally extend at least onto the adjacent buildings, yard, or public right-of-way. Shadows from the taller multi-family or commercial buildings generally extend onto the adjacent block.

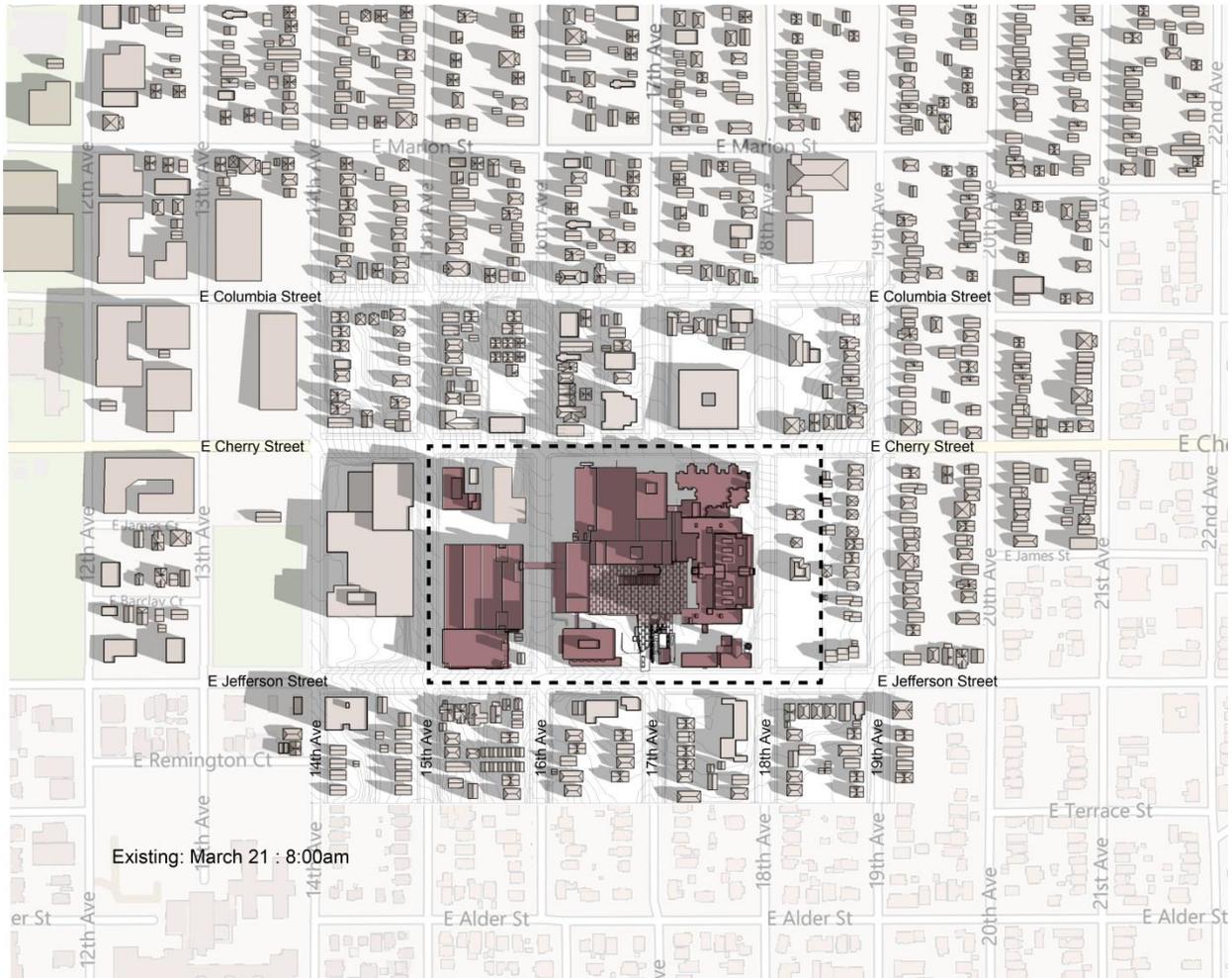


Figure 3.4-50

Existing Conditions/Alternative 1 – No Build Vernal (Spring) Equinox, March 21st, 8:00 AM

Alternative 8: Shadows from the Swedish Cherry Hill west and central campus towers would extend over 15th Avenue and Seattle University Connolly Center approximately to the corner of 13th Avenue and E Cherry Street, portions of the adjacent playfield, and just over 13th Avenue for half-block south of E Cherry Street. The central campus tower shadows would extend over the Seattle Medical Post-Acute Care and Northwest Kidney Center buildings and portions of 16th Avenue. East campus shadows would extend over 18th Avenue and onto the front of the James Tower building (see Figure 3.4-51).

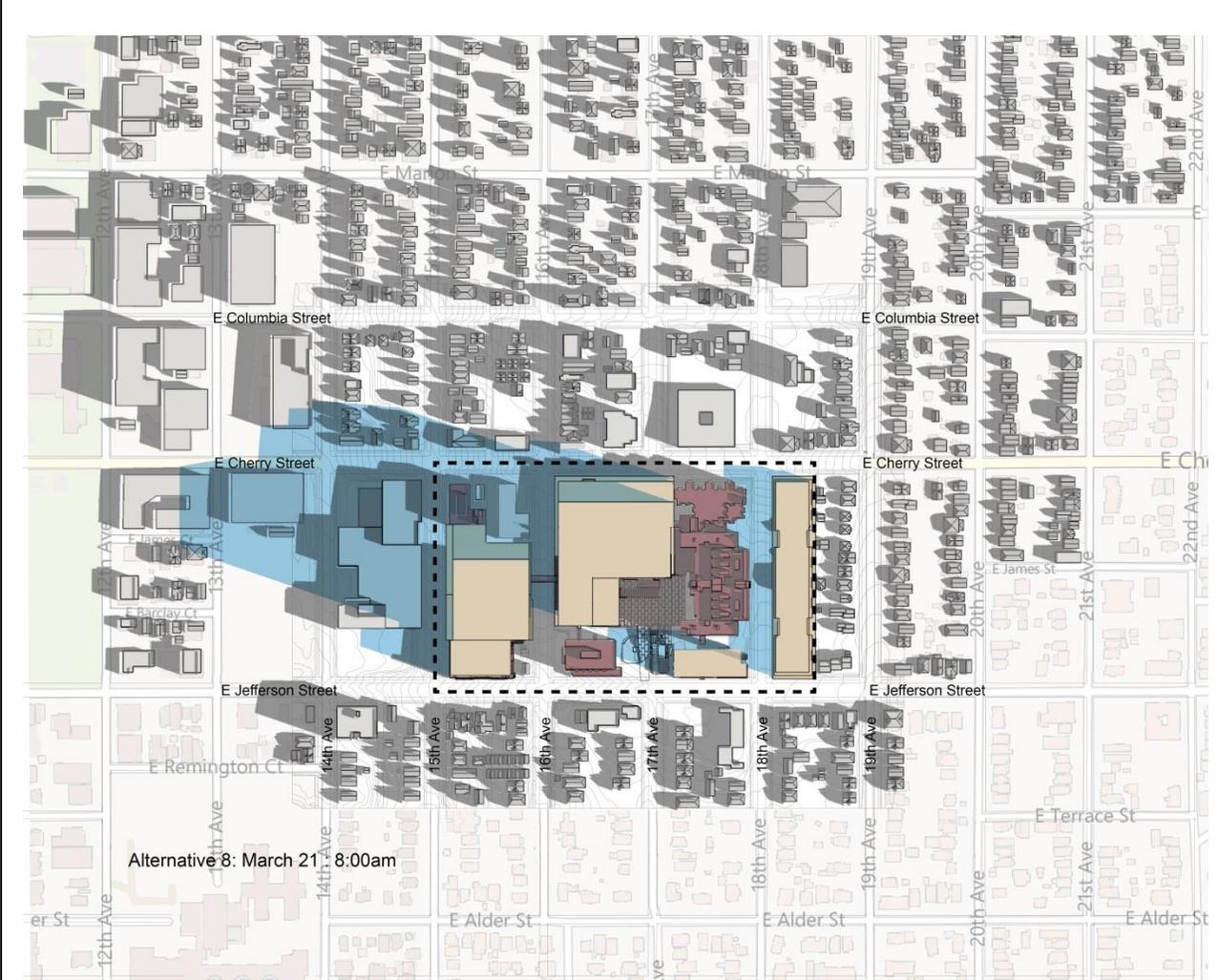


Figure 3.4-51

Alternative 8 – Vernal (Spring) Equinox, March 21st, 8:00 AM

Alternative 11: Shadows would extend west over 18th Avenue, but less than Alternative 8. Shadows to the east would extend midblock east of 14th Avenue.

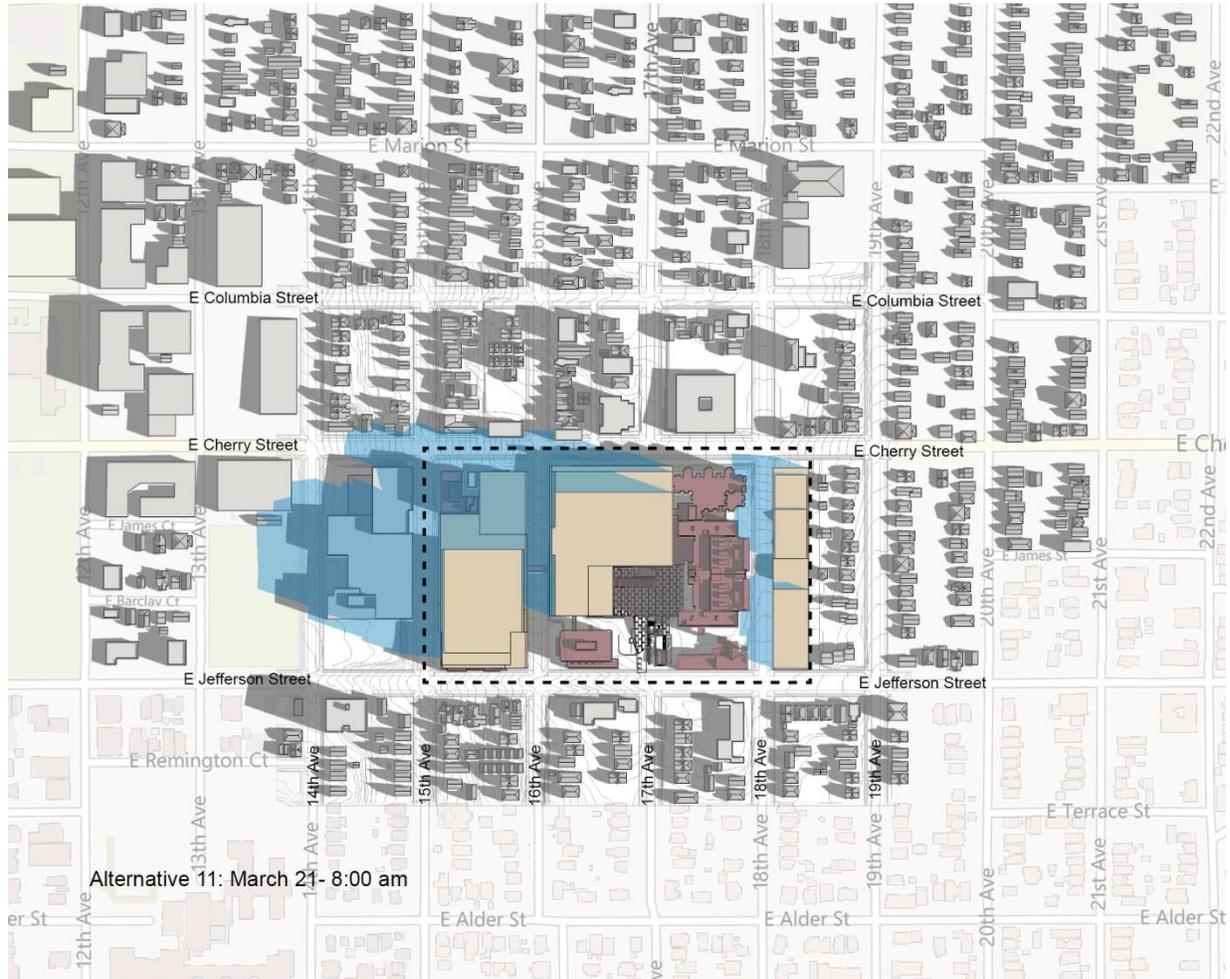


Figure 3.4-52

Alternative 11 – Vernal (Spring) Equinox, March 21st, 8:00 AM

Alternative 12: Shadows would be the same as Alternative 11 except in the southwest corner where shadows would not extend to 14th Ave for a portion of the block.

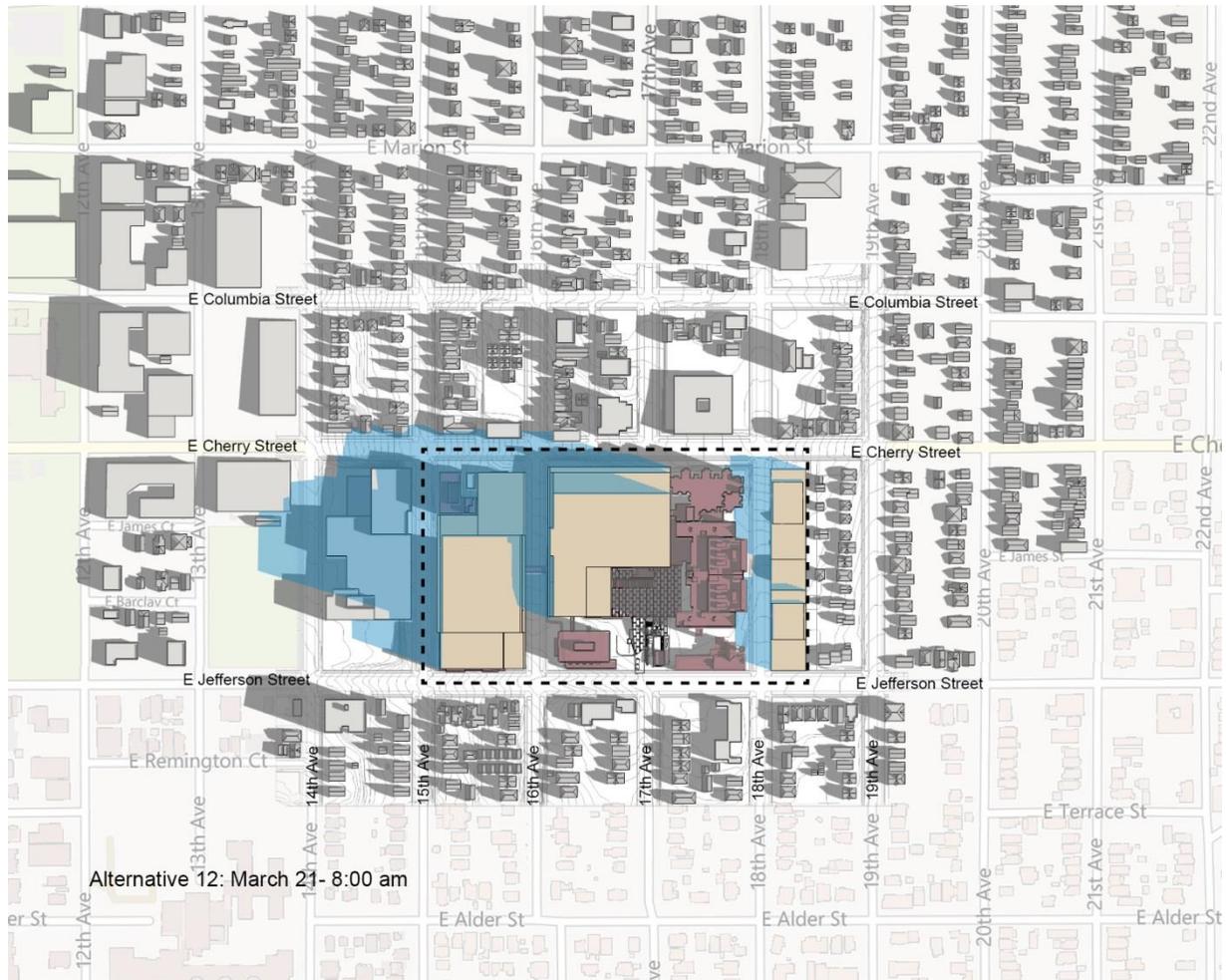


Figure 3.4-53

Alternative 12 – Vernal (Spring) Equinox, March 21st, 8:00 AM

Vernal (Spring) Equinox - 12:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows from the Swedish Cherry Hill campus extend in a northerly direction and periodically shade portions of E Cherry Street as well as the north sides of campus buildings. The skybridge casts a narrow shadow onto 16th Avenue. Shadow length, from buildings in the surrounding area, is approximately half of the building's height.

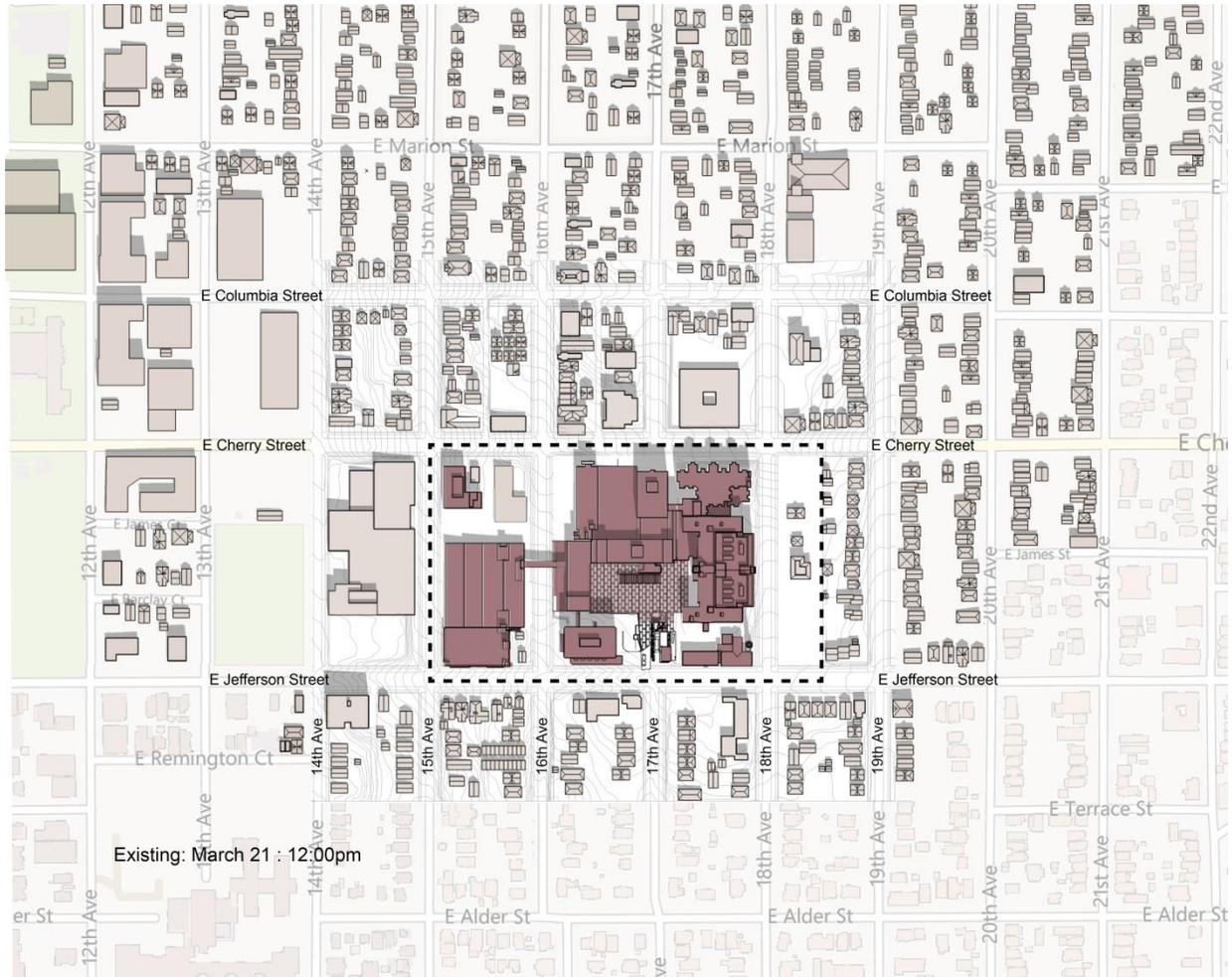


Figure 3.4-54

**Existing Conditions/Alternative 1 – No Build
Vernal (Spring) Equinox, March 21st, 12:00 PM**

Alternative 8: Shadows would extend similar to Existing Conditions and Alternative 1 - No Build, except that shadows from the west tower would extend over the Northwest Kidney Center and Seattle Medical Post-Acute Care buildings; shadows from proposed heights along E Cherry Street would extend farther across E Cherry Street over the condominiums at the northeast corner of E Cherry Street and 17th Avenue; and shadows from central tower would extend over the south-facing units of the Manhattan Plaza at the northwest corner of E Cherry Street and 17th Avenue. Shadow length, from structures in the surrounding area, varies slightly depending on building height. Shadows from most single-family structures, taller multi-family, and commercial buildings are generally confined to their own yards or extend onto the adjacent public right-of-way.

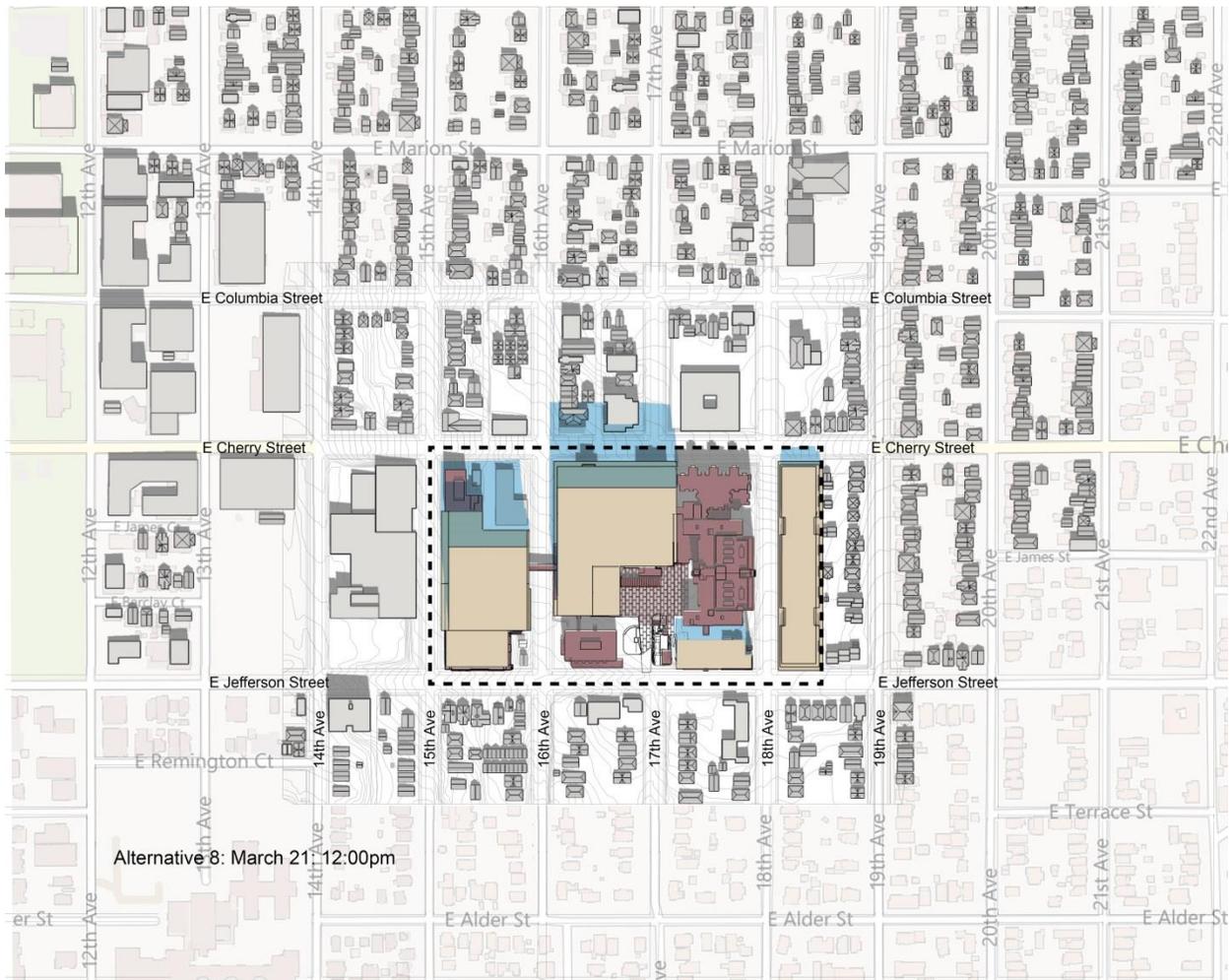


Figure 3.4-55

Alternative 8 – Vernal (Spring) Equinox, March 21st, 12:00 PM

Alternative 11: Shadows would extend similar to Alternative 8 for the eastern part of the campus. Shadows would extend just to the southern edge of the buildings across E Cherry Street from the central tower and less than in Alternative 8. Shadows from the western portion of the campus would extend to the center of E Cherry Street between 15th and 16th Avenues.

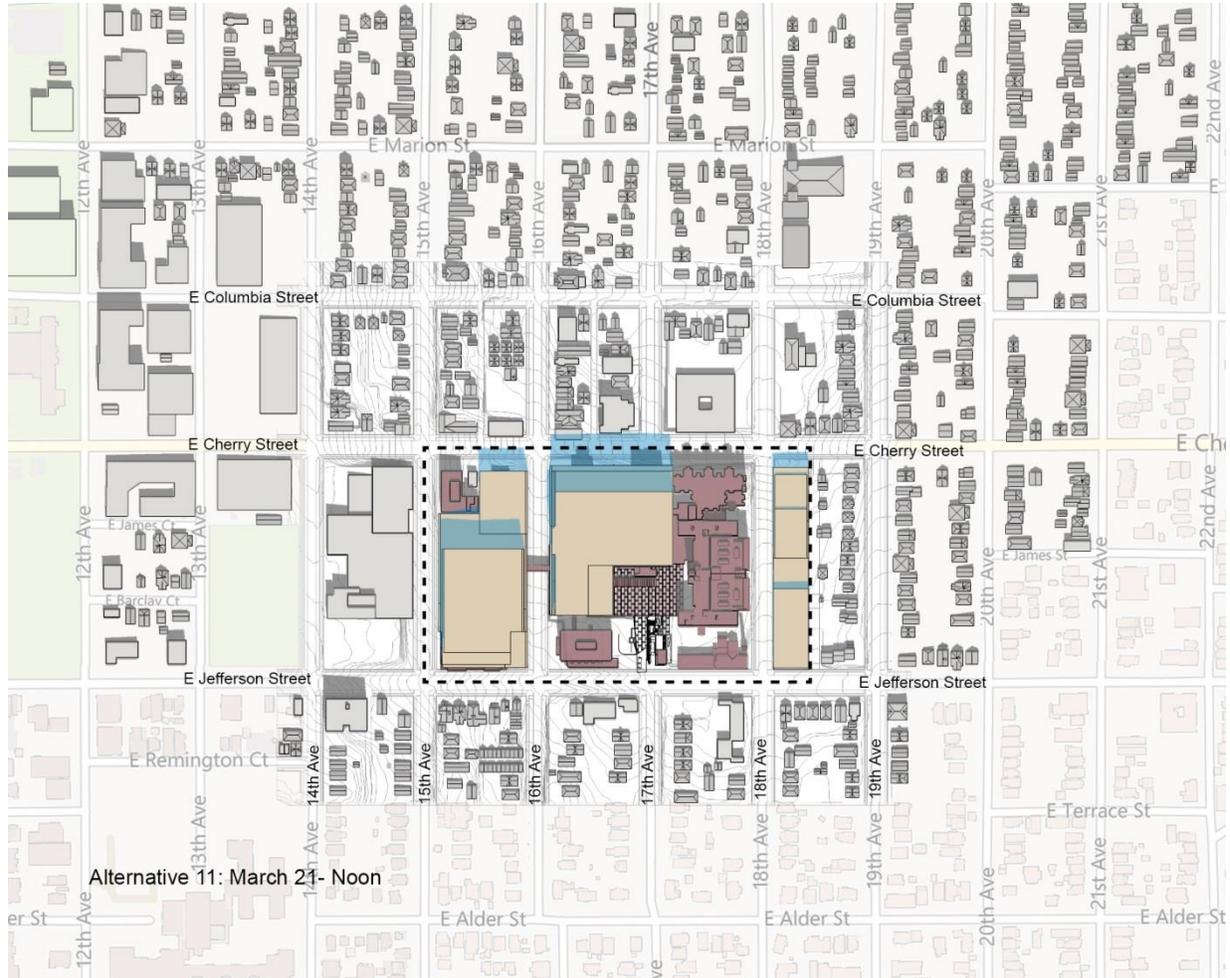


Figure 3.4-56

Alternative 11 – Vernal (Spring) Equinox, March 21st, 12:00 PM

Alternative 12: Shadows would extend the same as Alternative 11 except on the west edge of campus where shadows would extend a few feet farther to the north.

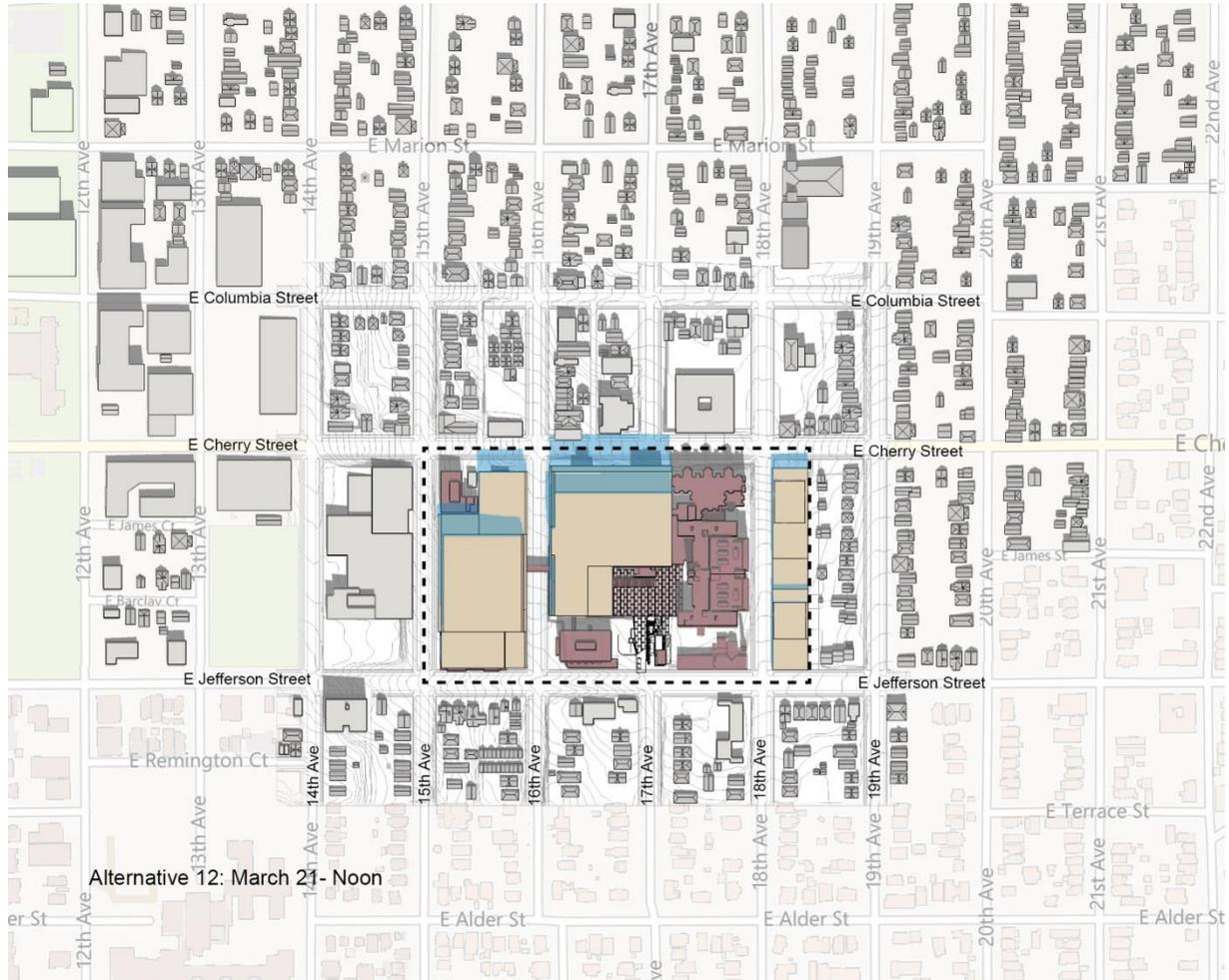


Figure 3.4-57

Alternative 12 – Vernal (Spring) Equinox, March 21st, 12:00 PM

Vernal (Spring) Equinox - 5:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows from the Swedish Cherry Hill campus extend in a northeasterly direction and periodically shade portions of 16th (including the rear portion of the Carmack House property), 18th and 19th Avenues, E Cherry Street as well as the campus central plaza. Shadows from James Tower and West Tower extend to some houses on 19th Avenue, shading those front yards. Shadows in the surrounding area extend a half-block or more beyond the buildings depending on building height. East of 18th Avenue, shadows extend farther due to the slope of the terrain.

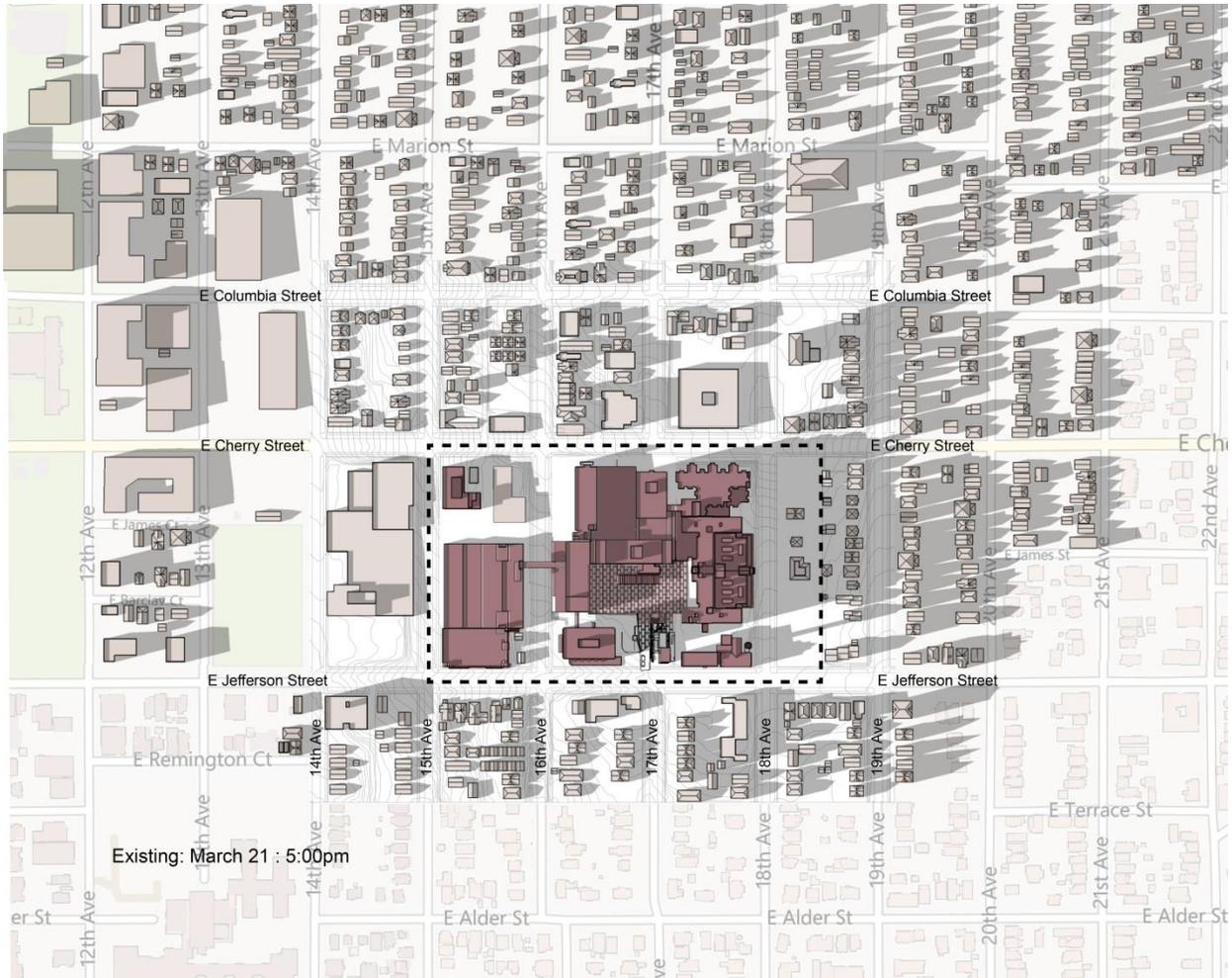


Figure 3.4-58

Existing Conditions/Alternative 1 – No Build Vernal (Spring) Equinox, March 21st, 5:00 PM

Alternative 8: Shadows would extend similar to Existing Conditions and Alternative 1 - No Build, except for greater shading of the northwest corner of the campus and the Carmack House property. Shadows from the central tower would extend almost to the intersection of 21st Avenue and E Cherry Street.

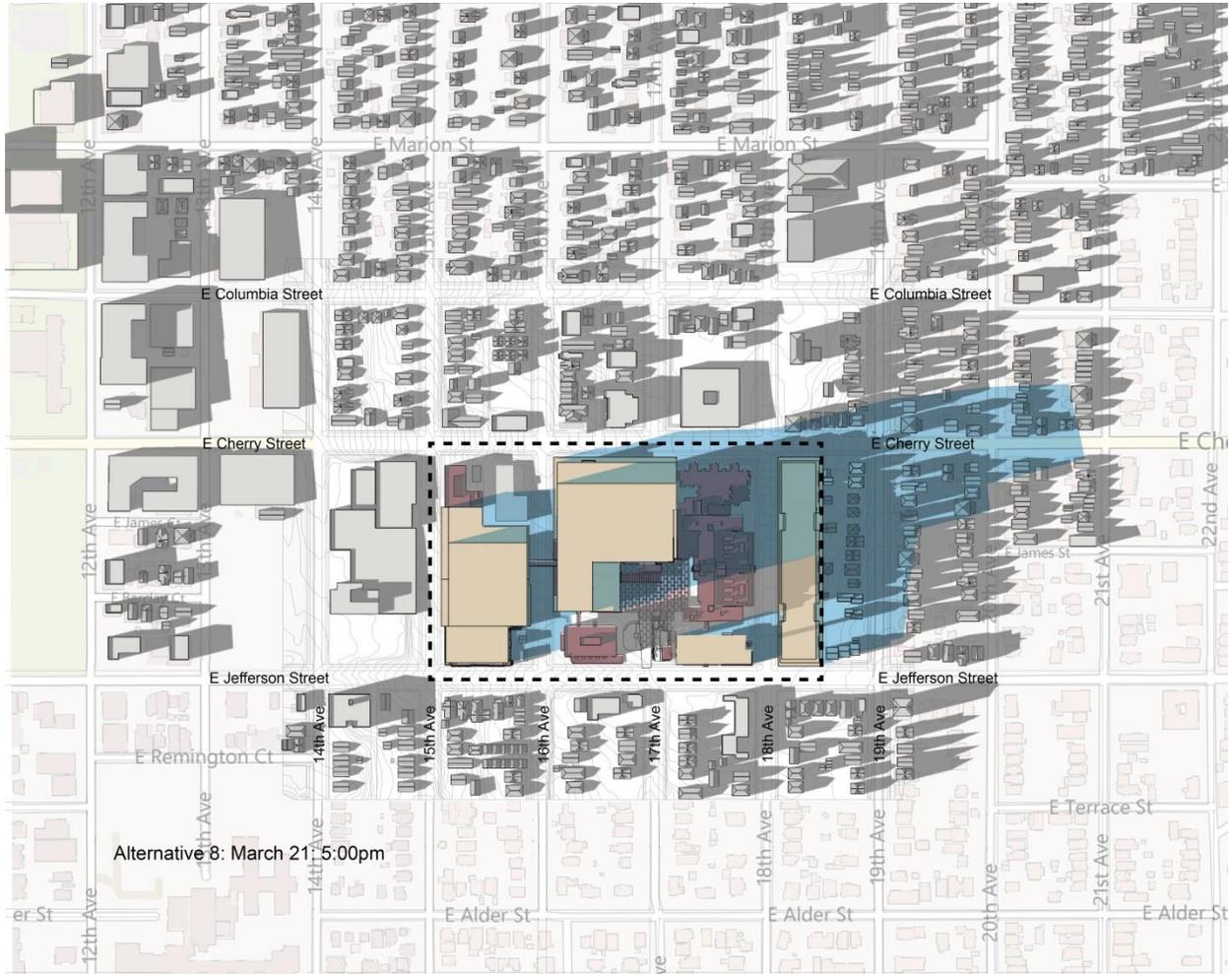


Figure 3.4-59

Alternative 8 – Vernal (Spring) Equinox, March 21st, 5:00 PM

Alternative 11: Shadows would extend less than Alternative 8, with less shading on campus but complete shading of 16th and 18th Avenues. The central tower would extend nearly to 20th Avenue at E Cherry Street. A few homes midblock along 19th Avenue would not experience shade from new development but would continue to from James Tower.

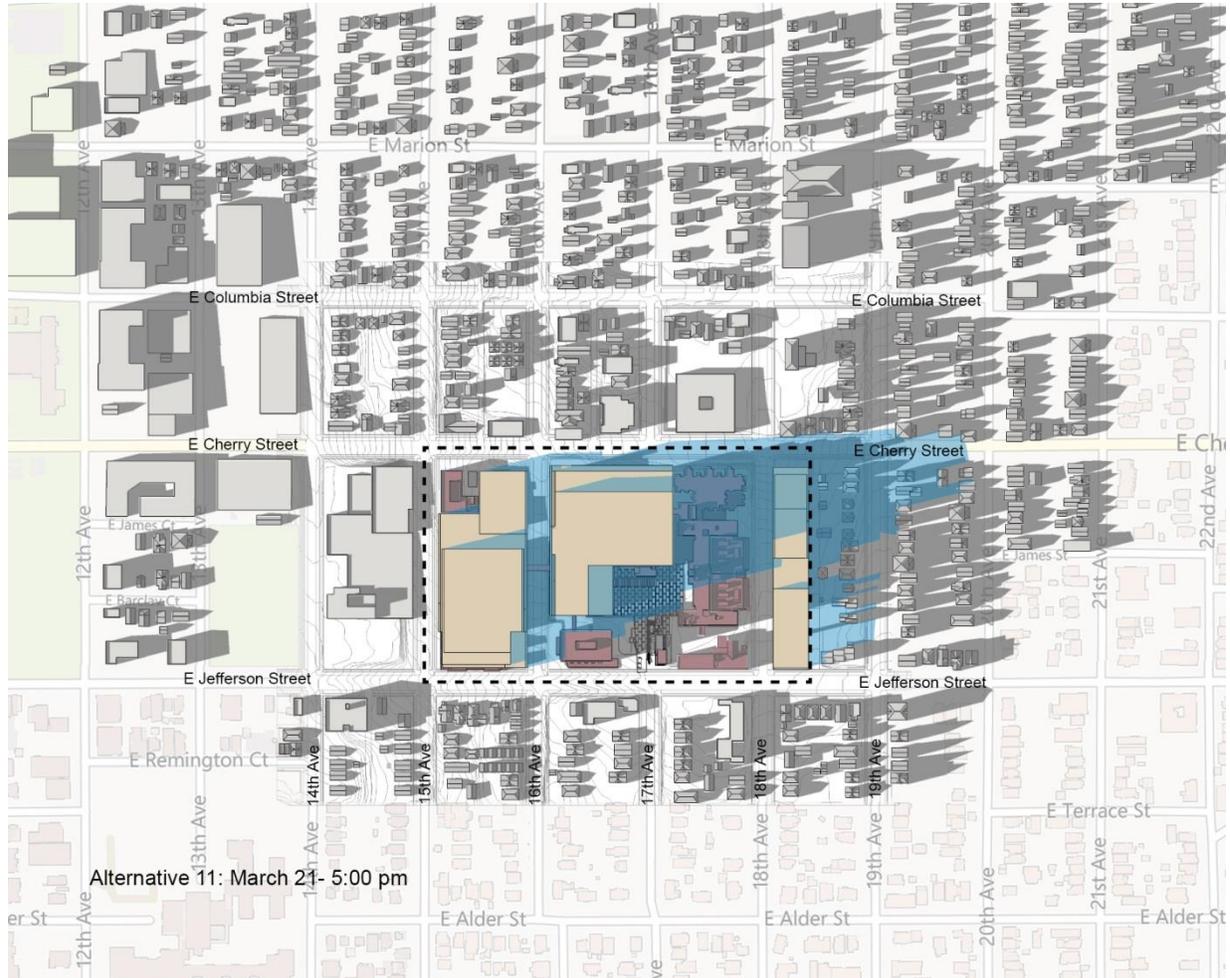


Figure 3.4-60

Alternative 11 – Vernal (Spring) Equinox, March 21st, 5:00 PM

Alternative 12: Shadows would be similar to Alternative 11.

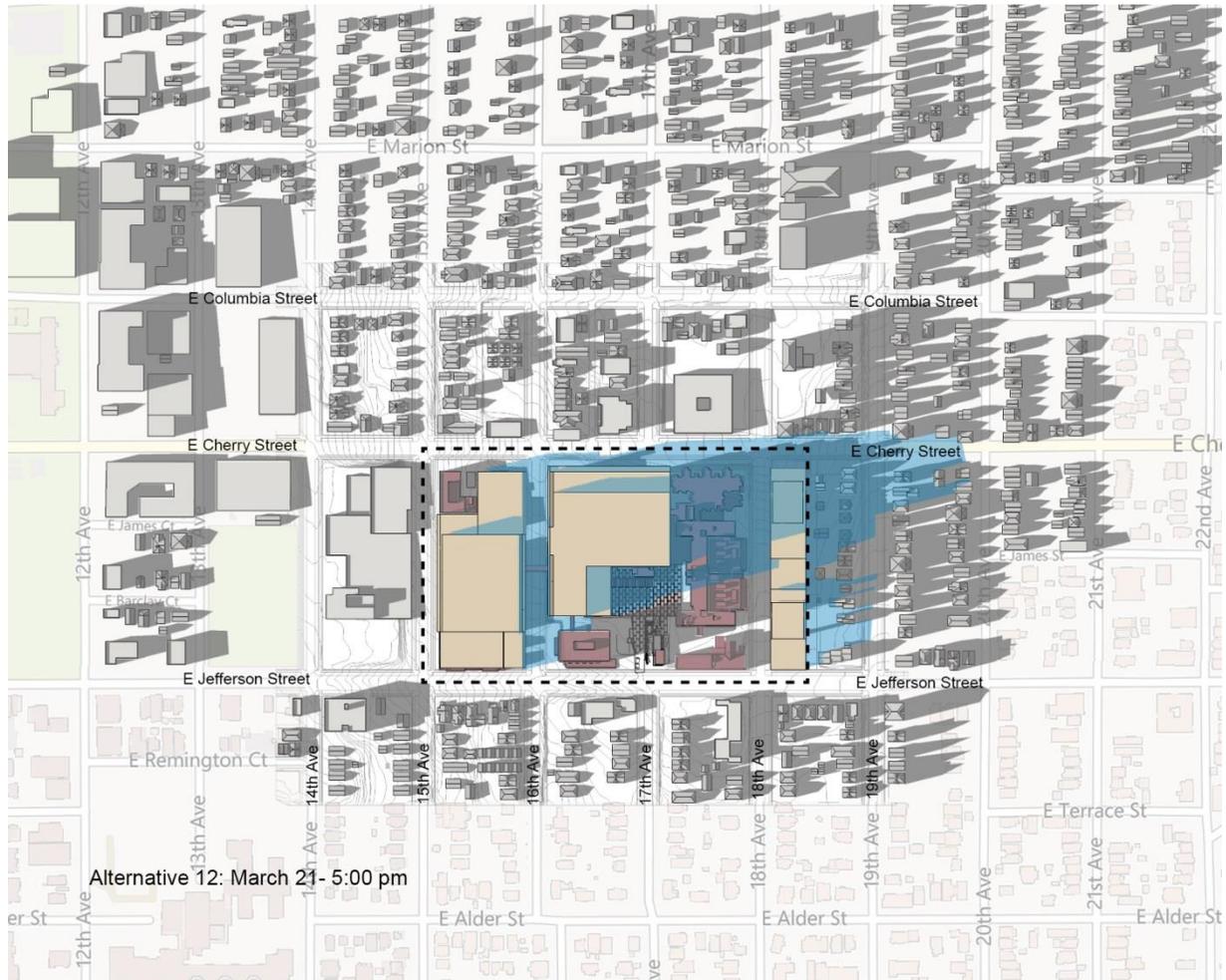


Figure 3.4-61

Alternative 12 – Vernal (Spring) Equinox, March 21st, 5:00 PM

Summer Solstice (refer to Figures 3.4-62 through 3.4-73)

Sunrise on summer solstice (approximately June 21st) occurs at about 5:11 AM and sunset at about 9:11 PM. PDT remains in-effect on this day. The maximum sun angle that occurs on this key solar day is approximately 65.8 degrees. The extent of possible shading from the proposed alternatives must be considered within the context of climatic data for the month (e.g., on average the number of clear, partly cloudy and cloudy days). Data³ indicate that on average, June has 5.1 clear days, 7.8 partly cloudy days and 17 cloudy days.

As indicated by Figures 3.4-62 through 3.4-73 for summer solstice, shadows from existing

³ Source: Western Regional Climate Center. 2014. Local Climate Summaries Available at: <http://www.wrcc.dri.edu/summary/lcd.html>.

campus development, together with shadows from other nearby buildings, were evaluated and compared to the Build Alternatives at 8:00 AM, 12:00 PM, and 5:00 PM and are described on the following pages.

Summer Solstice - 8:00 AM

Existing Conditions and Alternative 1 - No Build: Most shadows are confined to the campus except for periodic shading of portions of the sidewalks on 16th (including the rear portion of the Carmack House property) and 15th Avenues. Seattle University Connolly Center shades portions of 14th Avenue. Shadows, from single-family buildings in the surrounding area, are generally confined to the same building lot. Shadows from taller buildings may extend onto the adjacent right-of-way, building, or lot depending on building height.

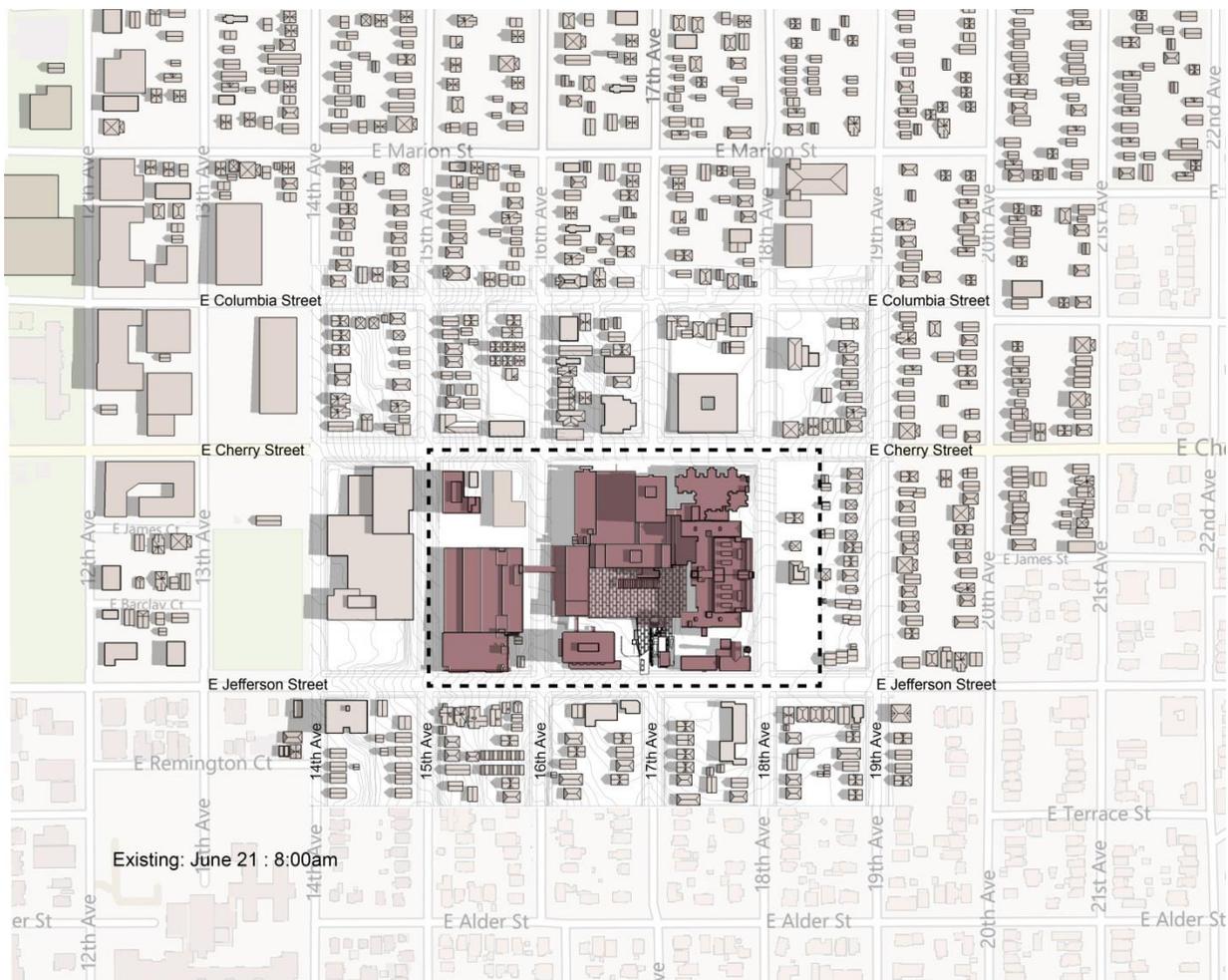


Figure 3.4-62

Existing Conditions/Alternative 1 – No Build Summer Solstice, June 21st, 8:00 AM

Alternative 8: Shadows would extend in a westerly direction and would periodically shade portions of the plaza area of Swedish Cherry Hill campus and portions of the sidewalks and streets along E Cherry Street, 14th Avenue, 15th Avenue, 16th Avenue and 18th Avenue; and portions of the rooftop of the Seattle University Connolly Center.

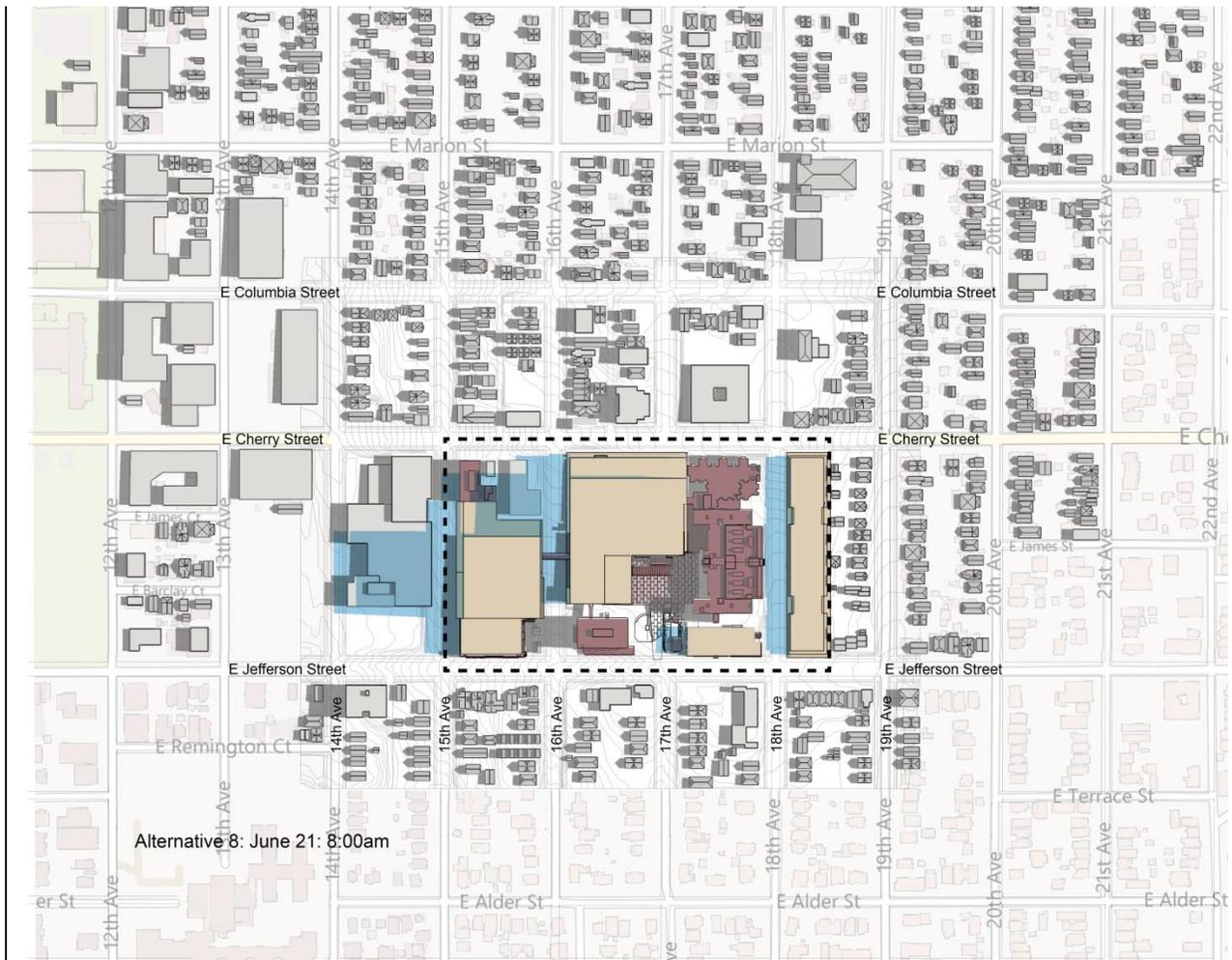


Figure 3.4-63

Alternative 8 – Summer Solstice, June 21st, 8:00 AM

Alternative 11: Shadows would extend similar to Alternative 8, except not as far midblock on 18th Avenue due to east building modulation (15-foot height limit mid-building). Shadows would not extend to the corners on the west side of 18th Avenue and E Cherry Street due to the deeper setback of the upper-story (30 feet compared to 15 feet for Alternative 8). Shadows would not reach 14th Avenue.

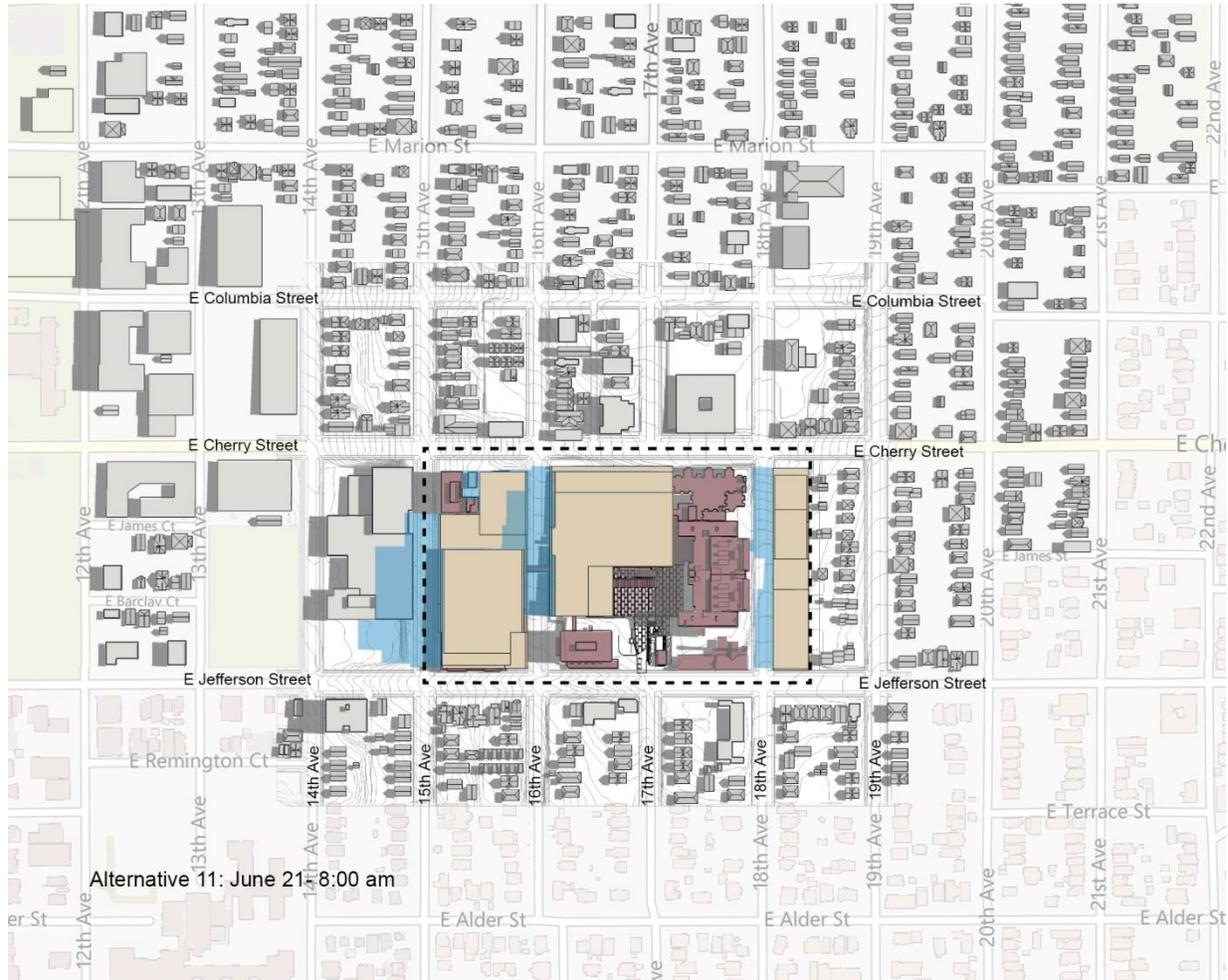


Figure 3.4-64

Alternative 11 – Summer Solstice, June 21st, 8:00 AM

Alternative 12: Shadows would be similar to Alternative 11.

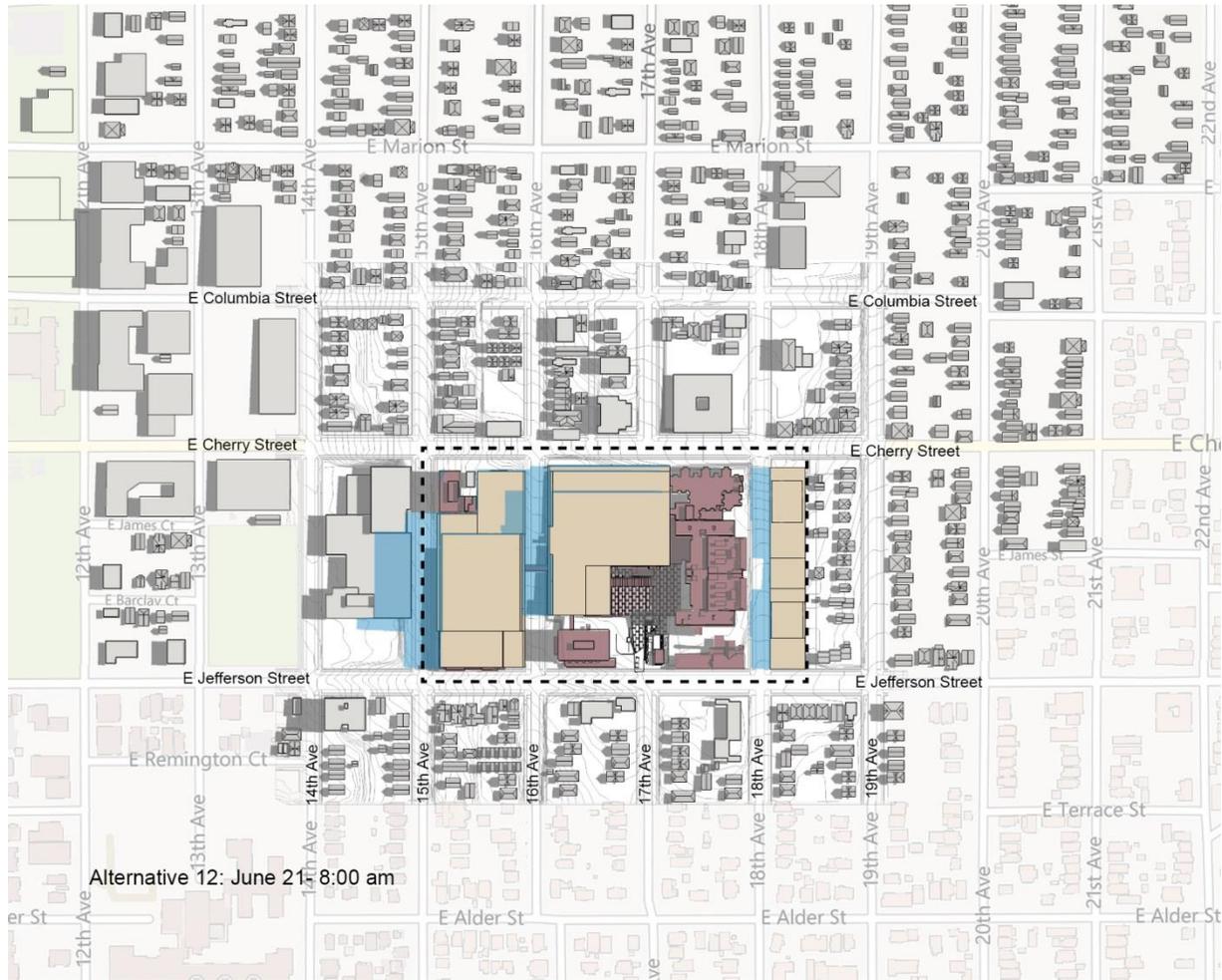


Figure 3.4-65

Alternative 12 – Summer Solstice, June 21st, 8:00 AM

Summer Solstice - 12:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows would extend the shortest distance during this time of day. Shadows extend in a northerly direction. Shadows are confined to campus except for periodically shading portions of the sidewalks and street along E Cherry Street. Shadows, from buildings in the surrounding area, generally extend just beyond the building envelope.

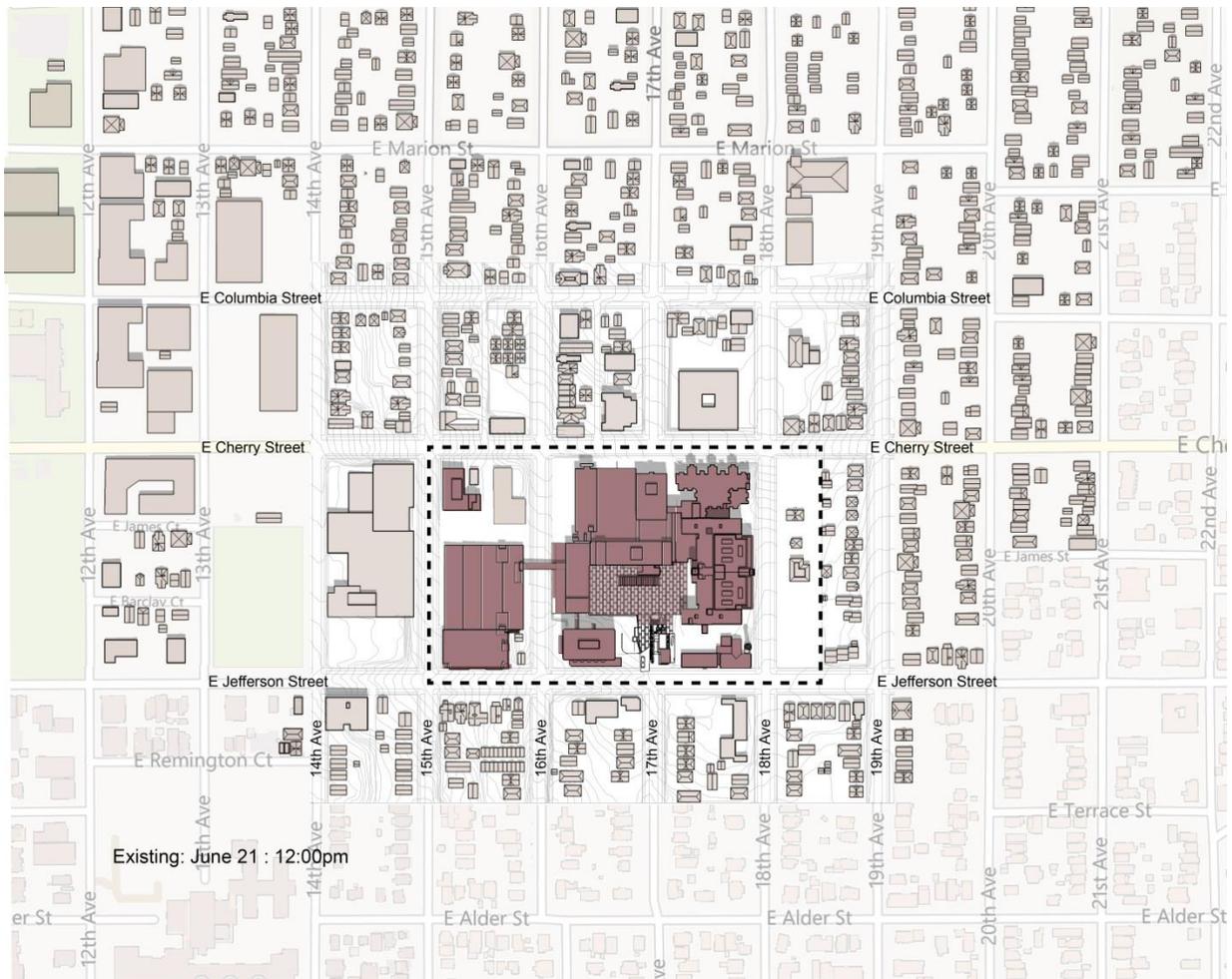


Figure 3.4-66

**Existing Conditions/Alternative 1 – No Build
Summer Solstice, June 21st, 12:00 PM**

Alternative 8: Shadows would extend to the sidewalk on the south side of E Cherry Street between 16th and 18th Avenues, and portions of on-campus rooftops in a northerly direction.

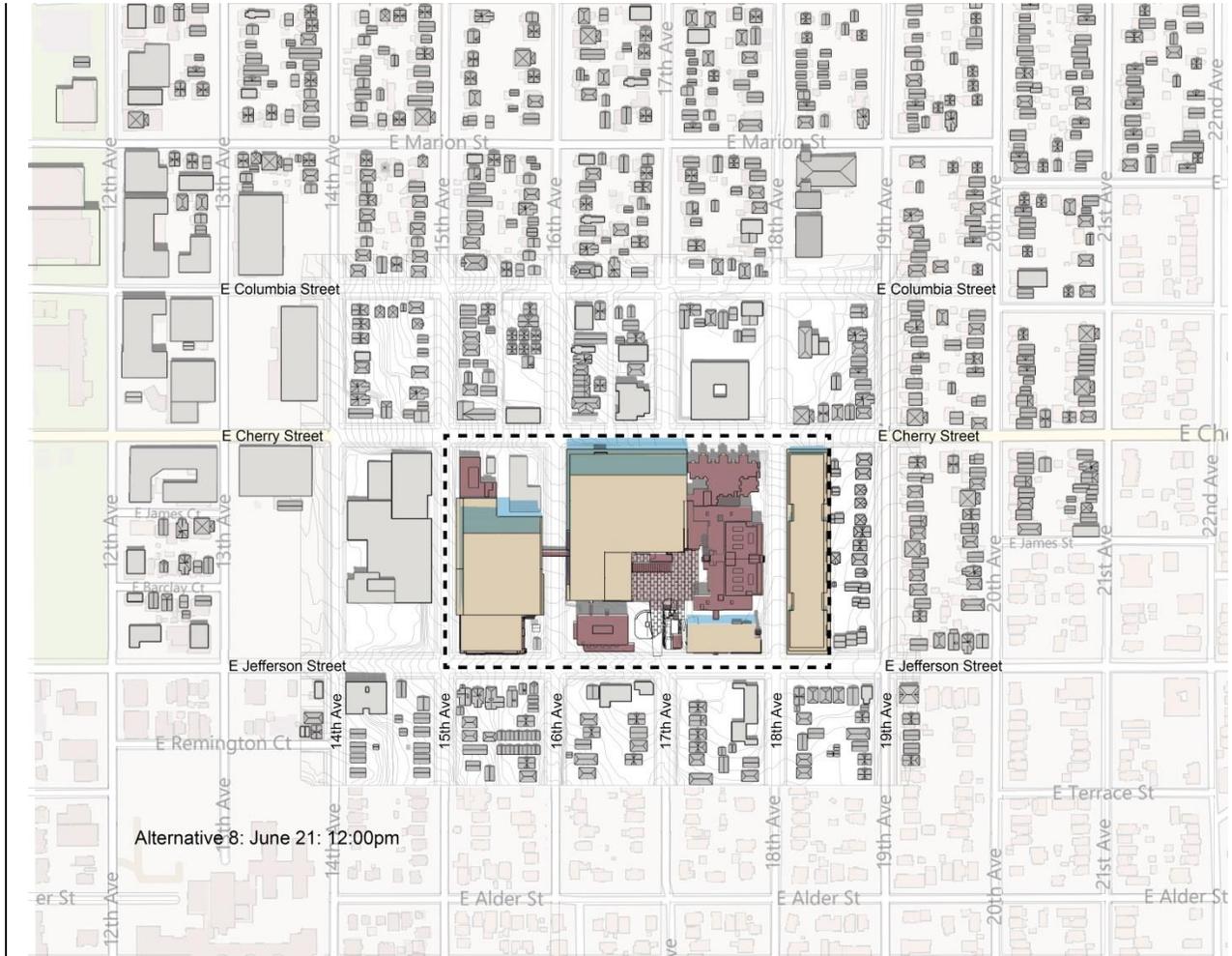


Figure 3.4-67

Alternative 8 – Summer Solstice, June 21st, 12:00 PM

Alternative 11: Shadows would extend similar to Alternative 8 except that central tower shadows would be slightly shorter, the new development shadow in the northwest corner of E Jefferson Street and 18th Avenue would be slightly longer, and development in the southwest corner of 16th Avenue and E Cherry Street would have a shadow that would remain on campus and not cover any public areas.

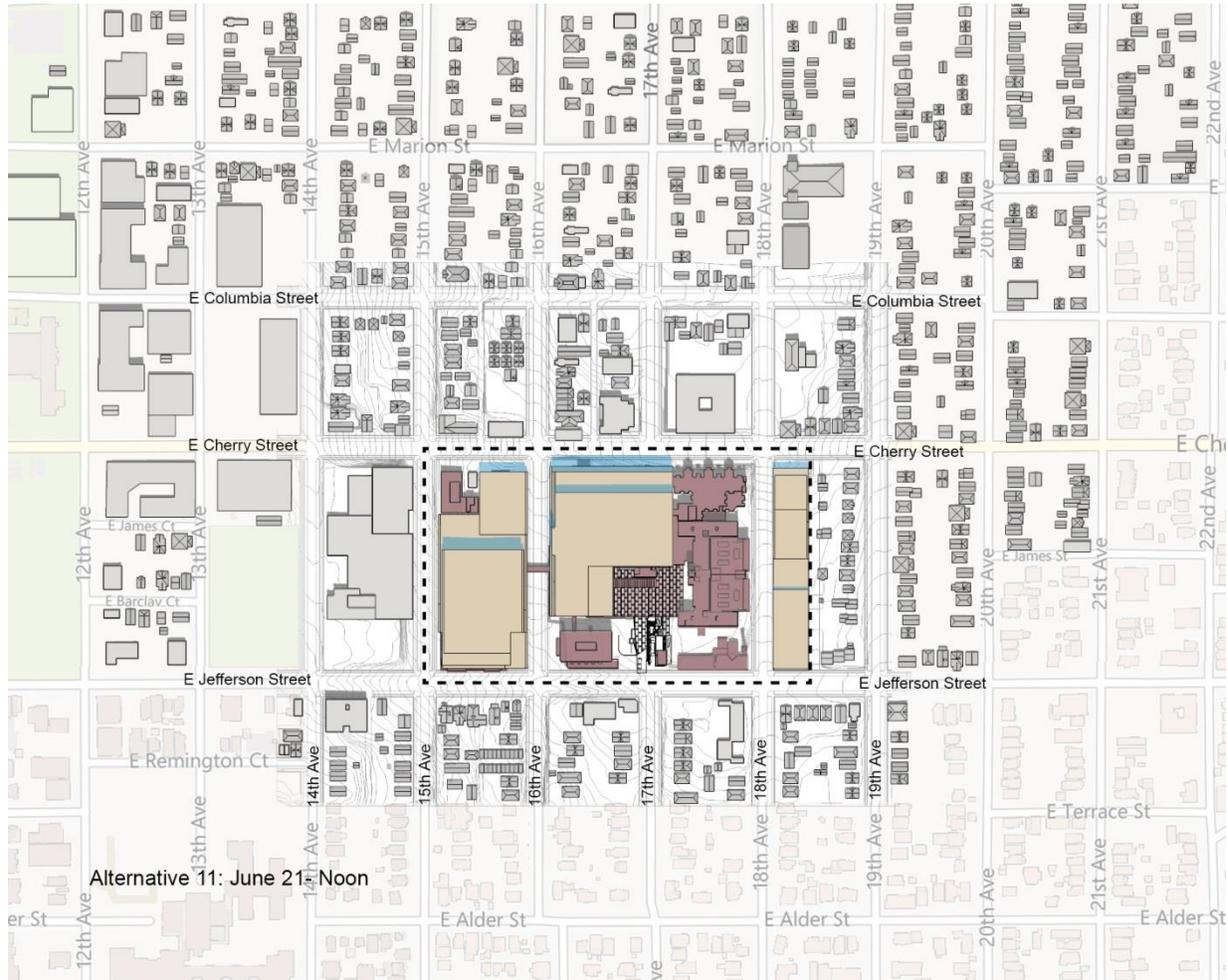


Figure 3.4-68

Alternative 11 – Summer Solstice, June 21st, 12:00 PM

Alternative 12: Shadows would be similar to Alternative 11.

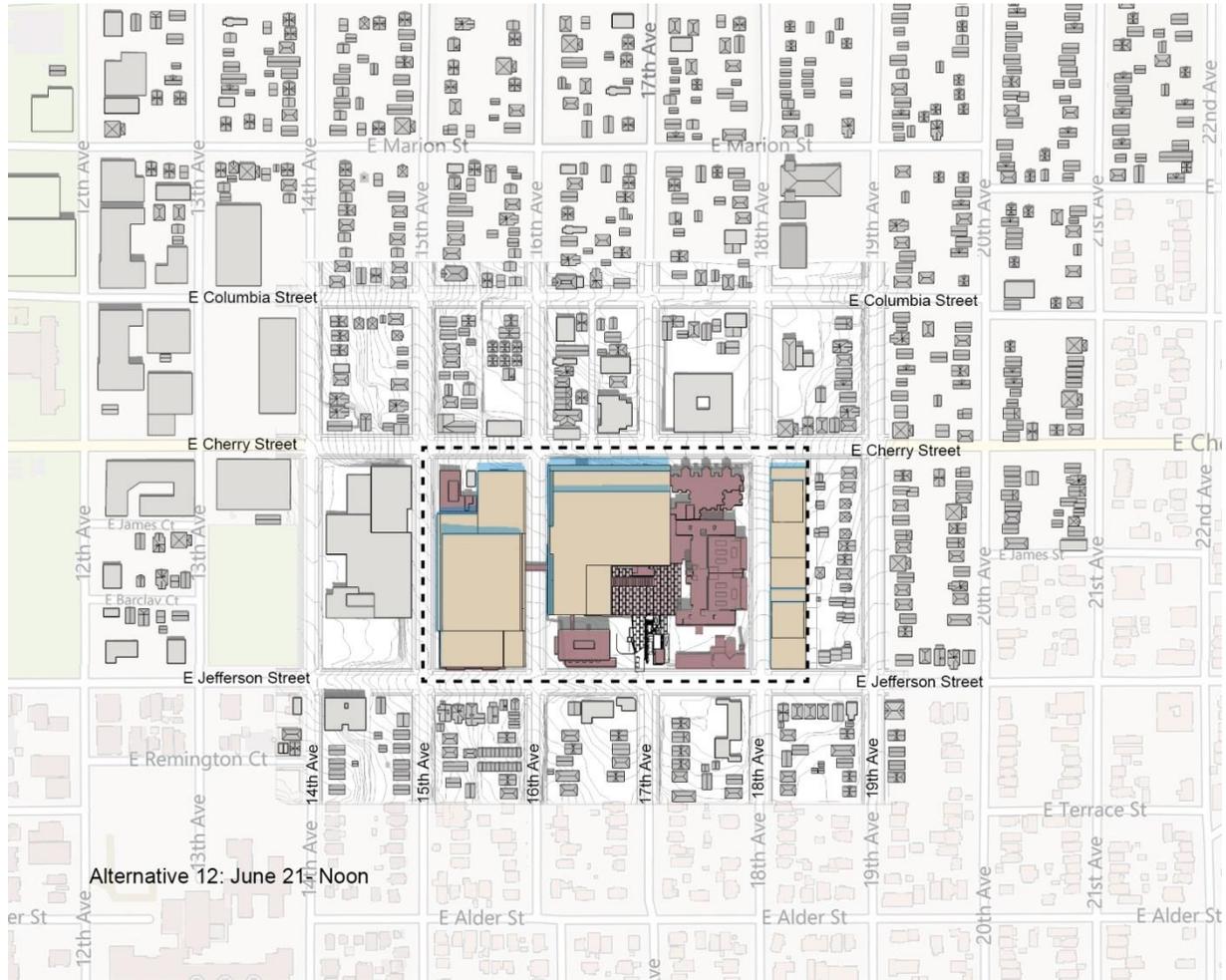


Figure 3.4-69

Alternative 12 – Summer Solstice, June 21st, 12:00 PM

Summer Solstice - 5:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows extend in an easterly direction. Shadows would periodically shade portions of the plaza area of Swedish Cherry Hill campus; portions of the sidewalks and streets along 16th Avenue (including the west portion of the Carmack House property, but excluding the house) and 18th Avenue, and portions of the structures on the east side 18th Avenue. Shadows, from buildings in the surrounding area, generally extend just beyond building onto the adjacent yard or right-of-way. East of 18th Avenue, shadows extend slightly farther due to the slope of the terrain.

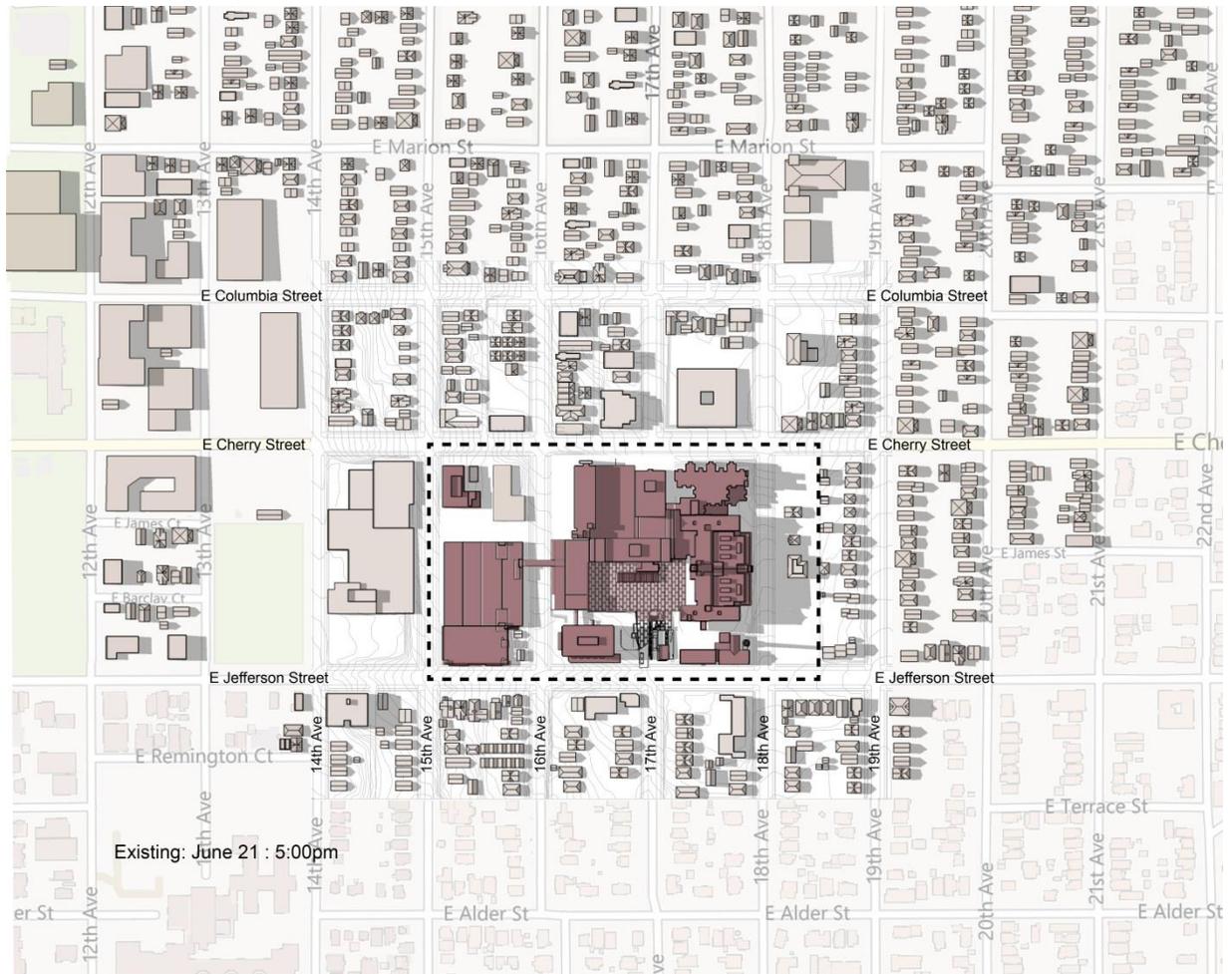


Figure 3.4-70

**Existing Conditions/Alternative 1 – No Build
Summer Solstice, June 21st, 5:00 PM**

Alternative 8: Shadows would extend across portions of 16th Avenue, all of the Carmack House property, the Swedish Cherry Hill plaza, most of 18th Avenue including both sidewalks and a portion of the rooftop of the east campus building, and onto the rear of the structures on the block between 18th and 19th Avenues.

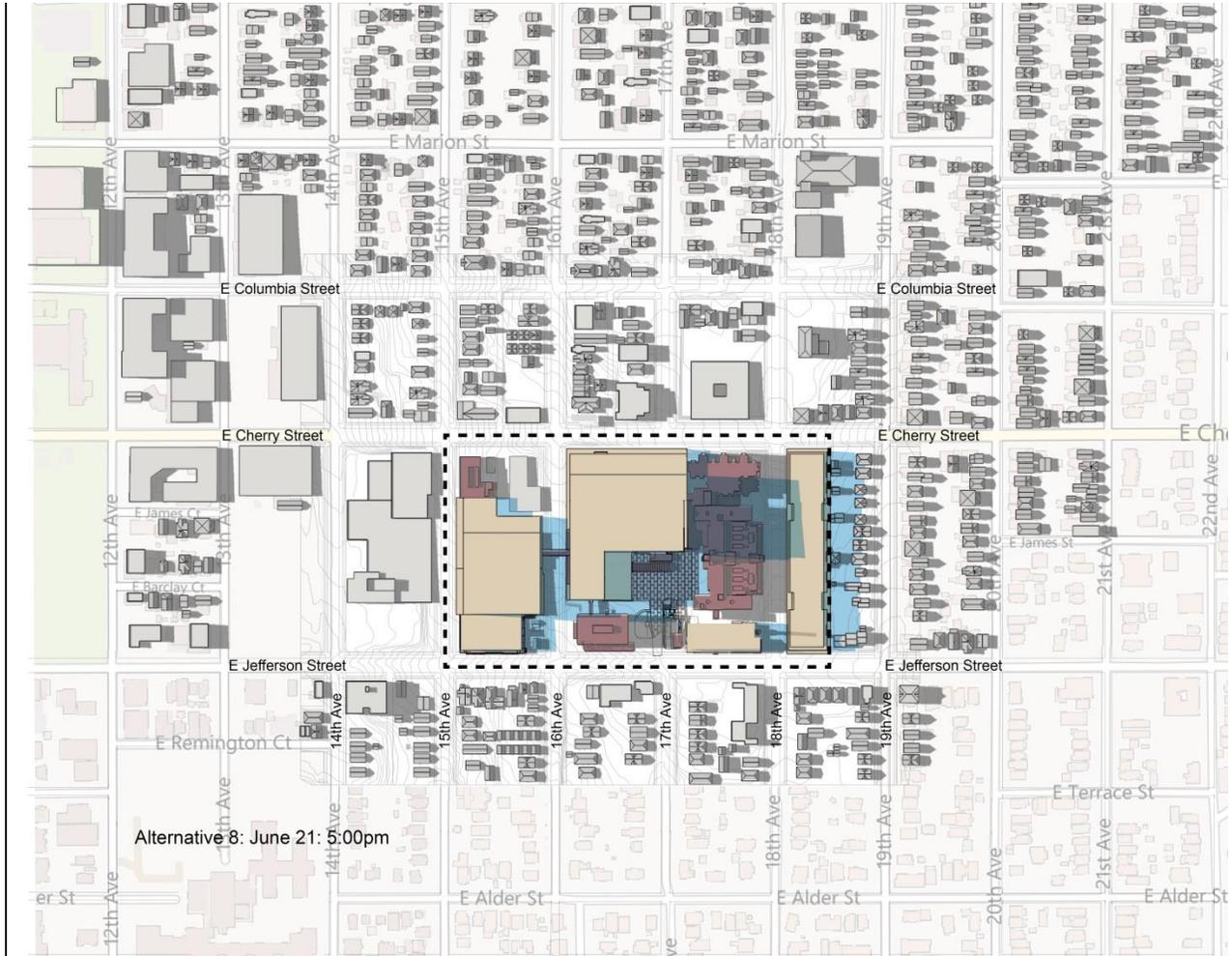


Figure 3.4-71

Alternative 8 – Summer Solstice, June 21st, 5:00 PM

Alternative 11: Shadows would extend similar to Alternative 8, but to a lesser extent midblock between 18th and 19th Avenues due to east campus building modulation (15-foot height limit mid-building), to a lesser extent across 18th Avenue from the central tower, and to a greater extent on 16th Avenue due to west campus buildings.

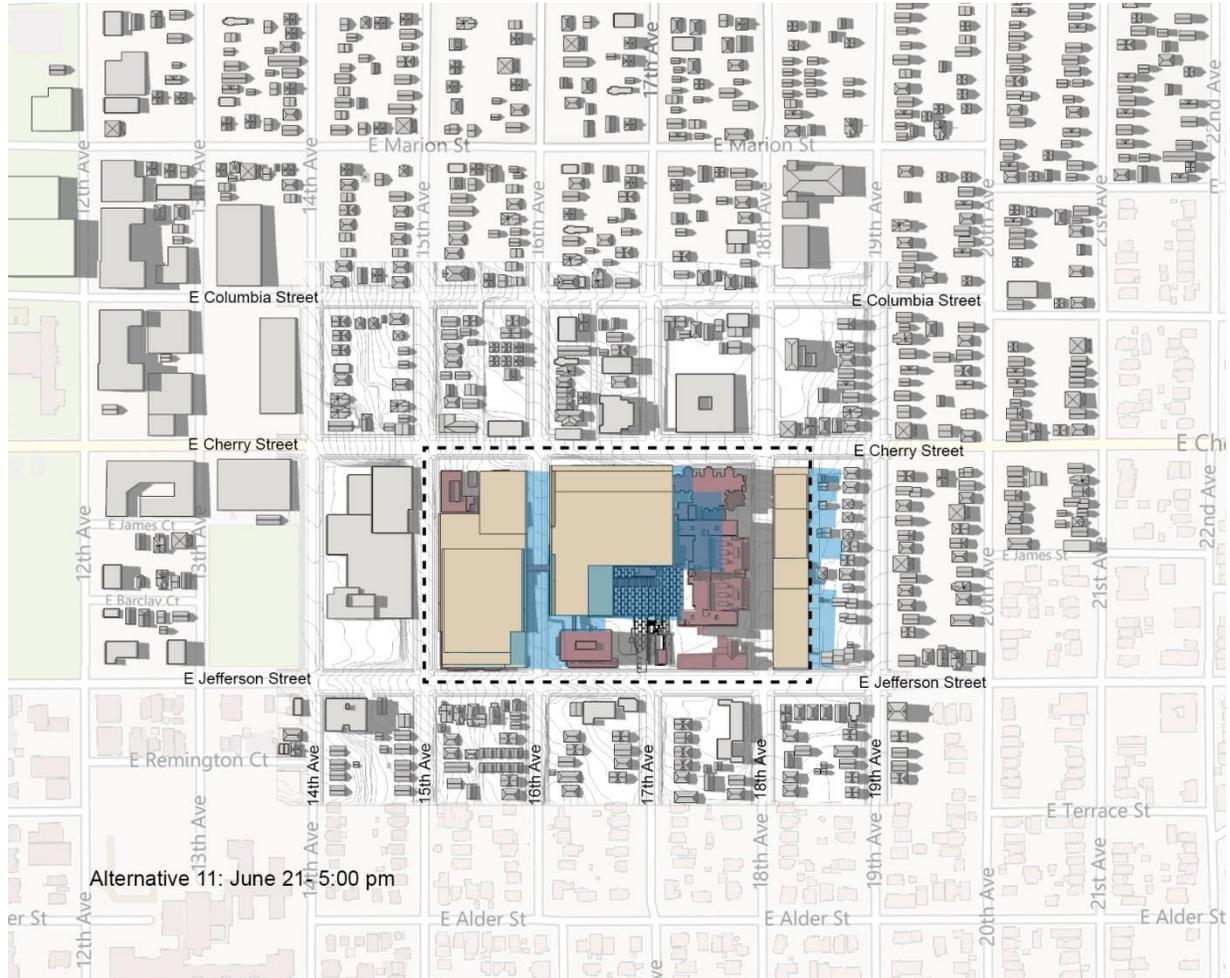


Figure 3.4-72

Alternative 11 – Summer Solstice, June 21st, 5:00 PM

Alternative 12: Shadows would be similar to Alternative 11.

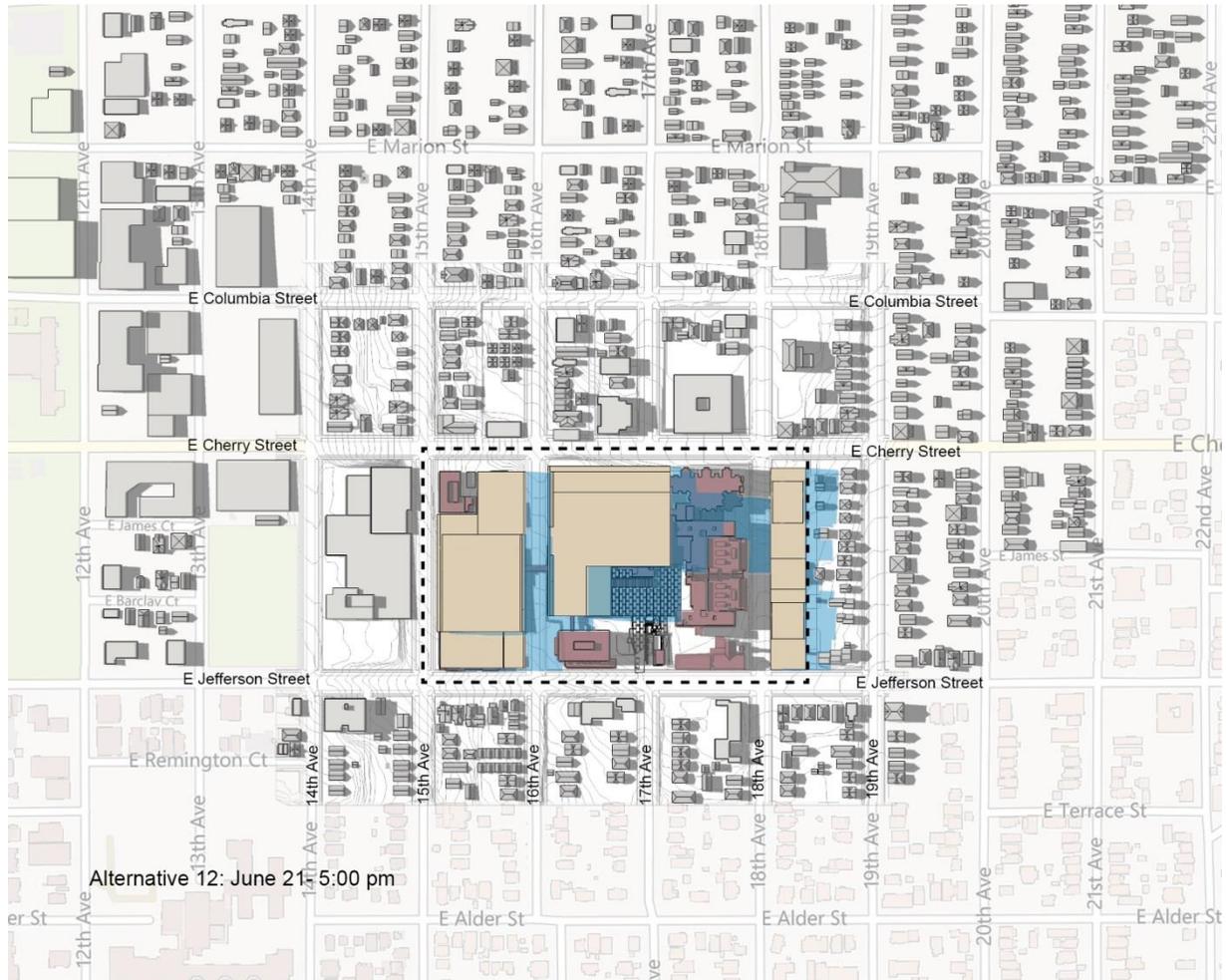


Figure 3.4-73

Alternative 12 – Summer Solstice, June 21st, 5:00 PM

Autumnal (Fall) Equinox (refer to Figures 3.4-74 through 3.4-85)

Sunrise on autumnal equinox (approximately September 21st) occurs at about 6:55 AM and sunset at about 7:08 PM. The maximum sun angle that occurs on this key solar day is approximately 42.8 degrees. With regard to climatic data for the month of September, data indicate that on average September typically has 8.2 clear days, 8.6 partly cloudy days, and 13.2 cloudy days.

As in indicated in Figures 3.4-74 through 3.4-85 for autumnal equinox, shadows from existing campus development, together with shadows from other nearby buildings, were evaluated and compared to the Build Alternatives at 8:00 AM, 12:00 PM, and 5:00 PM and are described below. PDT remains in-effect on this day.

Autumnal (Fall) Equinox - 8:00 AM

Existing Conditions and Alternative 1 - No Build: Shadows from the Swedish Cherry Hill campus extend in a northwesterly direction and periodically shade portions of 15th and 16th Avenues, E Cherry Street as well as the campus central plaza. Shadows from the west campus extend onto small portions of the Seattle University Connolly Center buildings across 15th Avenue. Shadows, from single-family buildings in the surrounding area, generally extend just beyond each building onto the adjacent public right-of-way. Shadows, from taller buildings extend slightly farther. West of 18th Avenue, shadows extend slightly farther due to the slope of the terrain.

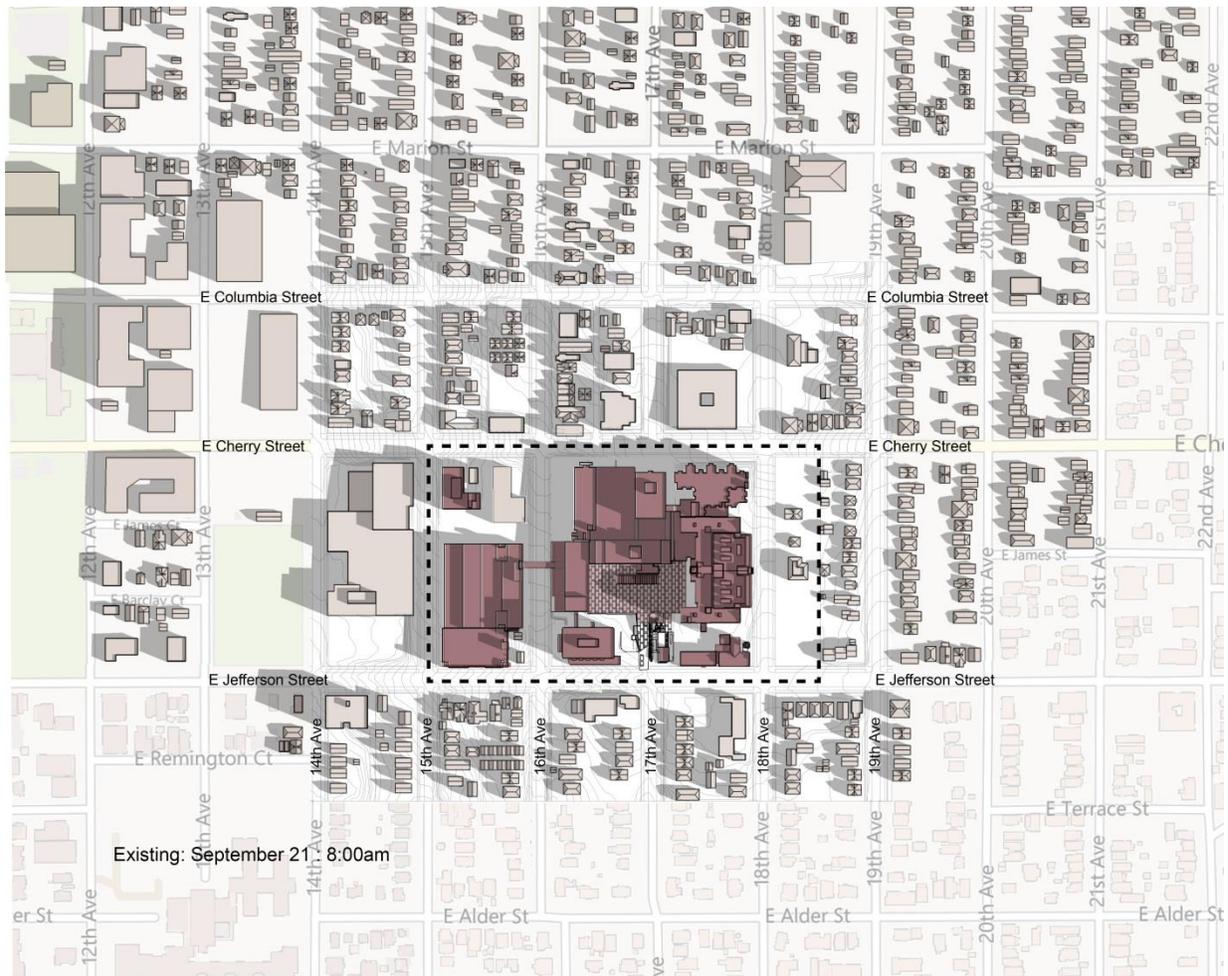


Figure 3.4-74

**Existing Conditions/Alternative 1 – No Build
Autumnal (Fall) Equinox, September 21st, 8:00 AM**

Alternative 8: Shadows from the Swedish Cherry Hill west campus tower would extend over 15th Avenue, Seattle University Connolly Center, onto a portion of the adjacent playfield, and over the north half of the block between 13th Avenue and 14th Avenue and E Cherry Street and E Jefferson Street. The central campus tower shadows would extend over the Seattle Medical Post-Acute Care and Northwest Kidney Center buildings to the residential units facing E Cherry Street, as well as portions of 16th Avenue. Shadows from proposed heights along E Cherry Street would extend across E Cherry Street to a portion of the Spencer Technologies building and the condominium at 16th Avenue and E Cherry Street. East campus shadows would extend over 18th Avenue and onto the lower story of the James Tower building.

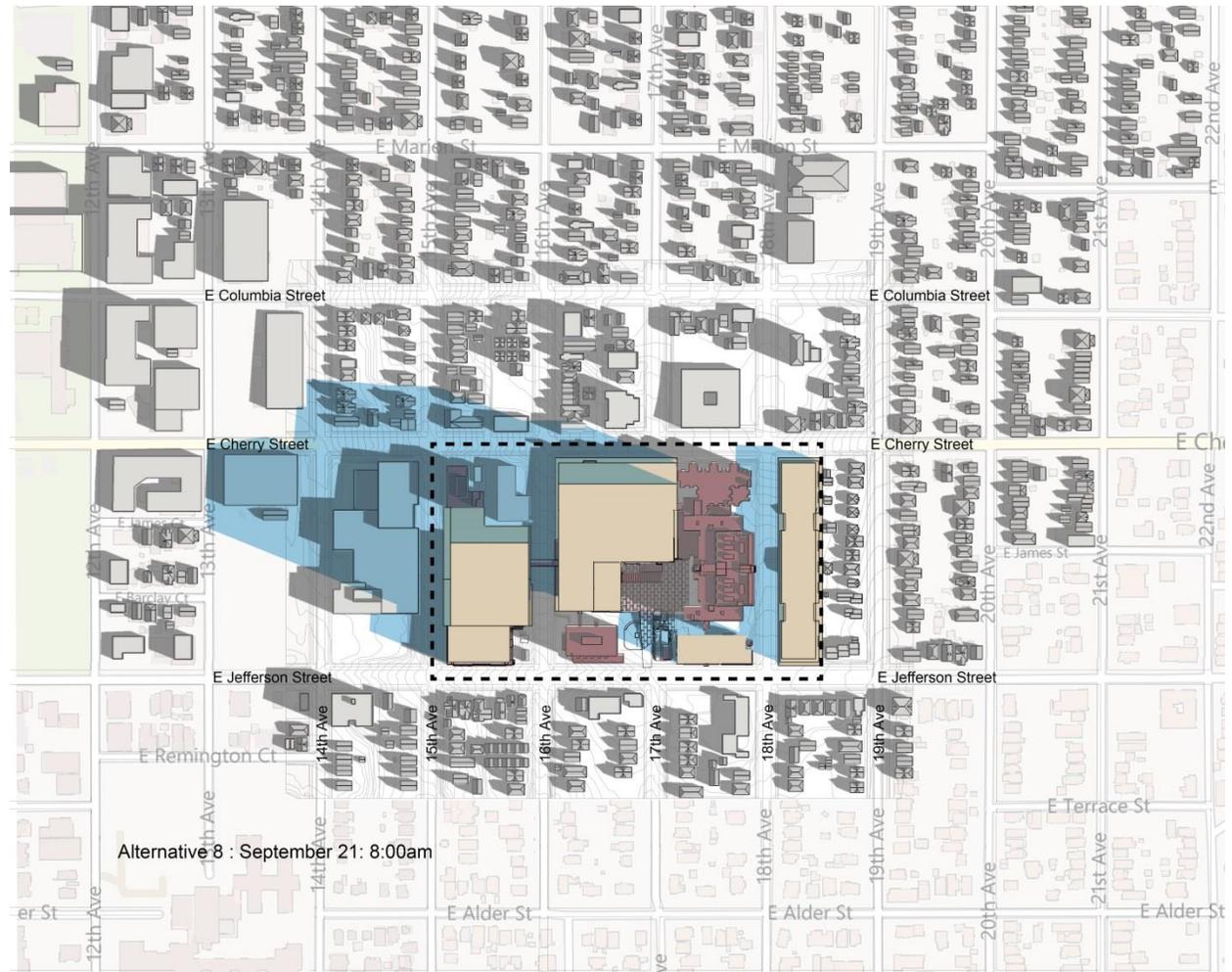


Figure 3.4-75

Alternative 8 – Autumnal (Fall) Equinox, September 21st, 8:00 AM

Alternative 11: Shadows would be similar to Alternative 8, but to a lesser extent across 18th Avenue due to east campus modulation (15-foot height limit mid-building) and not as far northwest due to lower heights of central and west towers. Shadows would reach to the south facades of buildings north of and fronting E Cherry Street and to midblock between 13th and 14th Avenues.

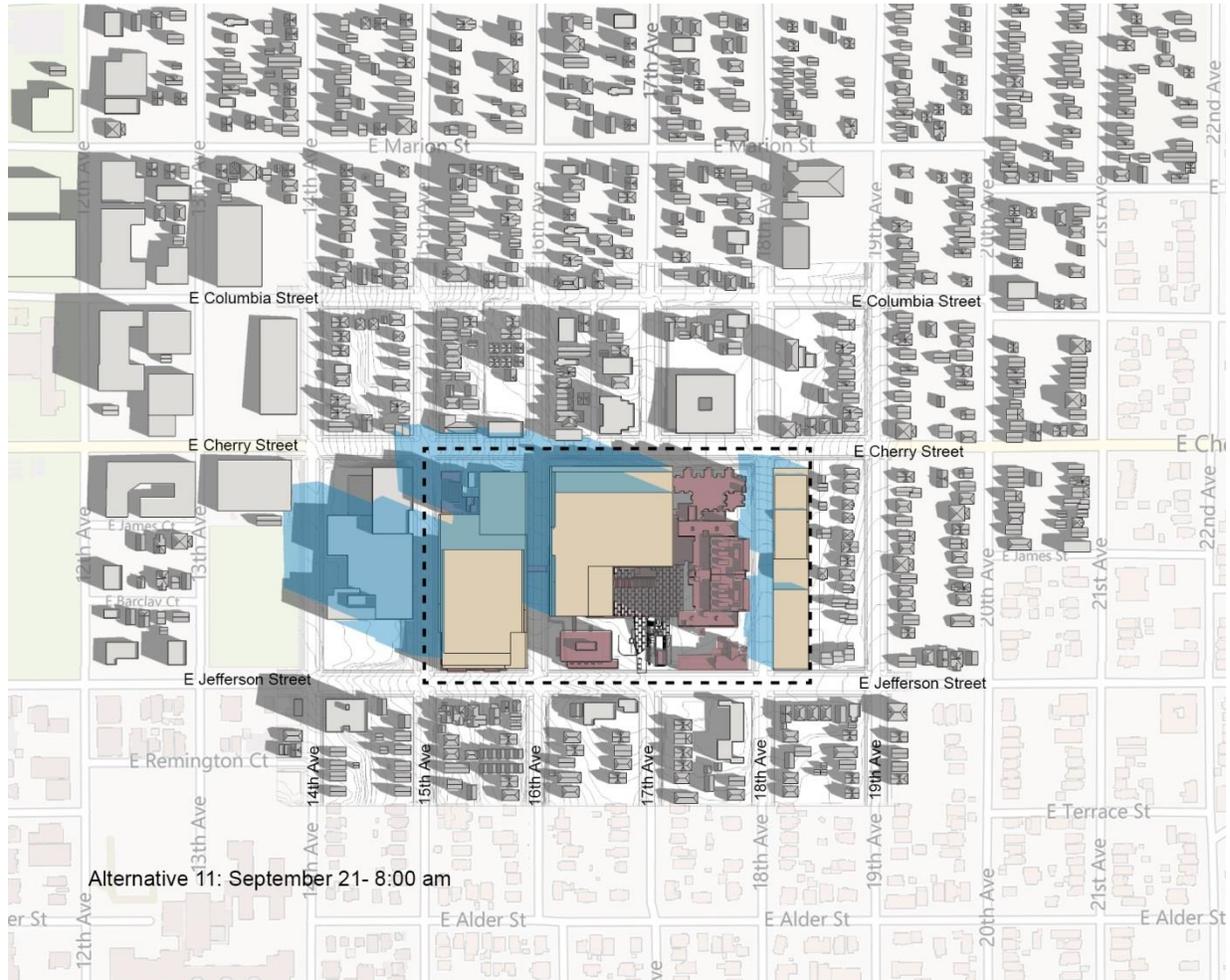


Figure 3.4-76

Alternative 11 – Autumnal (Fall) Equinox, September 21st, 8:00 AM

Alternative 12: Shadows would be similar to Alternative 11 except slightly shorter shadows from the southwest corner of campus.

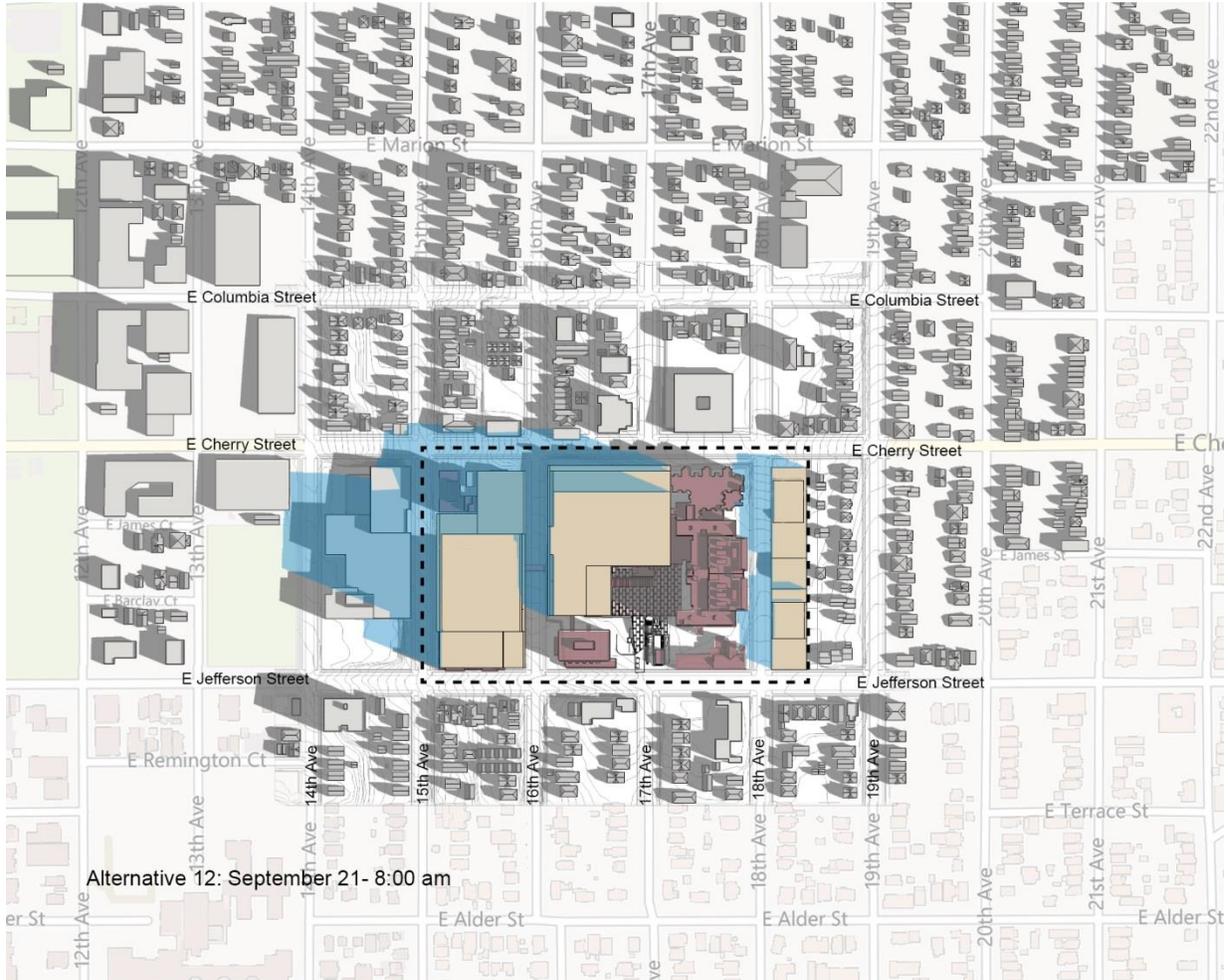


Figure 3.4-77

Alternative 12 – Autumnal (Fall) Equinox, September 21st, 8:00 AM

Autumnal (Fall) Equinox - 12:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows from the Swedish Cherry Hill campus extend in a northerly direction and periodically shade portions of E Cherry Street as well as the north sides of campus buildings. The skybridge casts a narrow shadow onto 16th Avenue. Shadow length, from structures in the surrounding area, varies slightly depending on building height. Shadows, from most single-family structures, taller multi-family, as well as commercial buildings, are generally confined to their own yards or extend onto the adjacent public right-of-way.

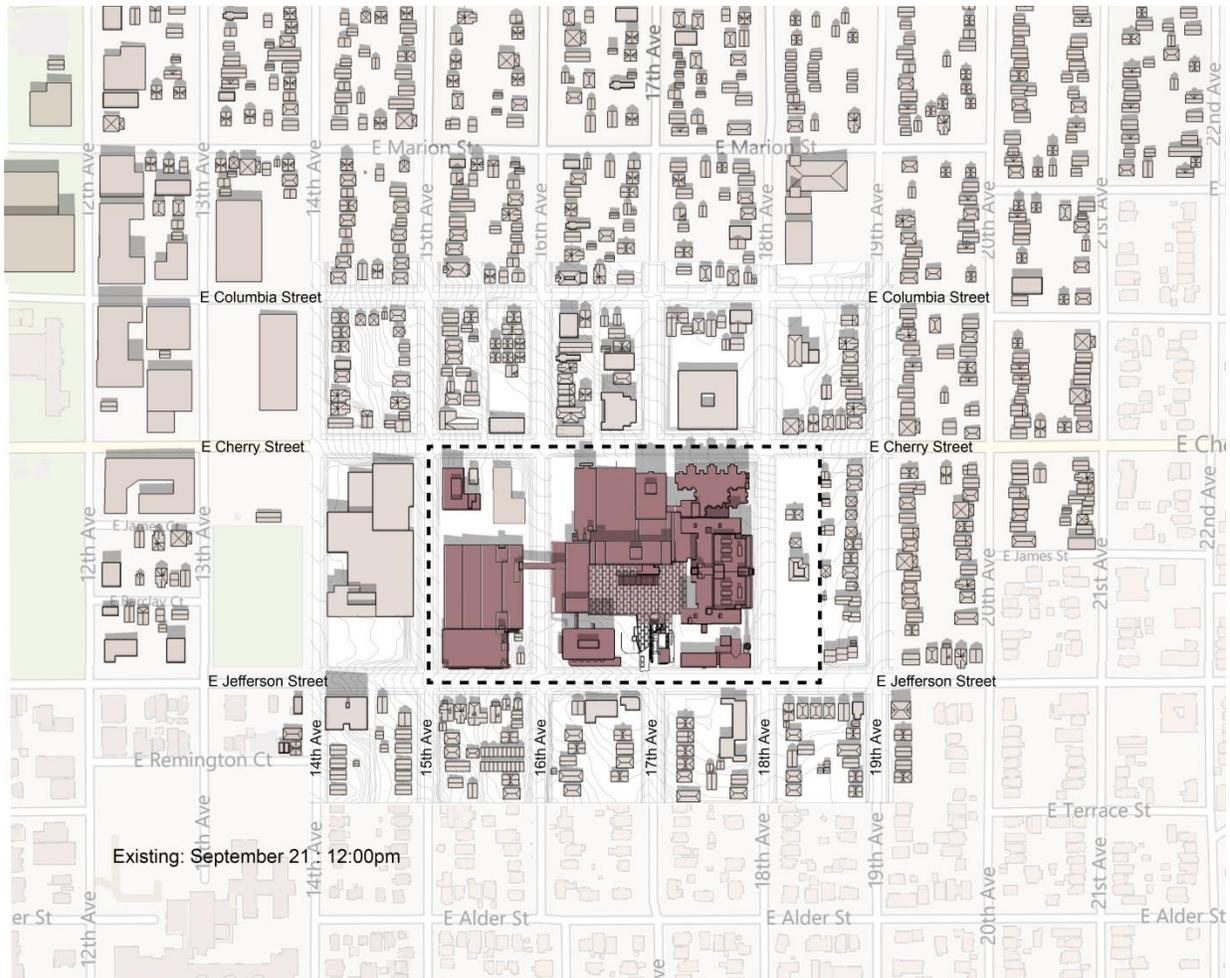


Figure 3.4-78

Existing Conditions/Alternative 1 – No Build Autumnal (Fall) Equinox, September 21st, 12:00 PM

Alternative 8: Shadows would extend similar to Existing Conditions and Alternative 1 - No Build, except that shadows from the west tower would extend over the Northwest Kidney Center and Seattle Medical Post-Acute Care buildings; shadows from proposed heights along E Cherry Street would extend father across E Cherry Street over the condominiums at the northeast corner of E Cherry Street and 17th Avenue; and shadows from central tower would extend over the south-facing units of the Manhattan Plaza at the northwest corner of E Cherry Street and 17th Avenue.

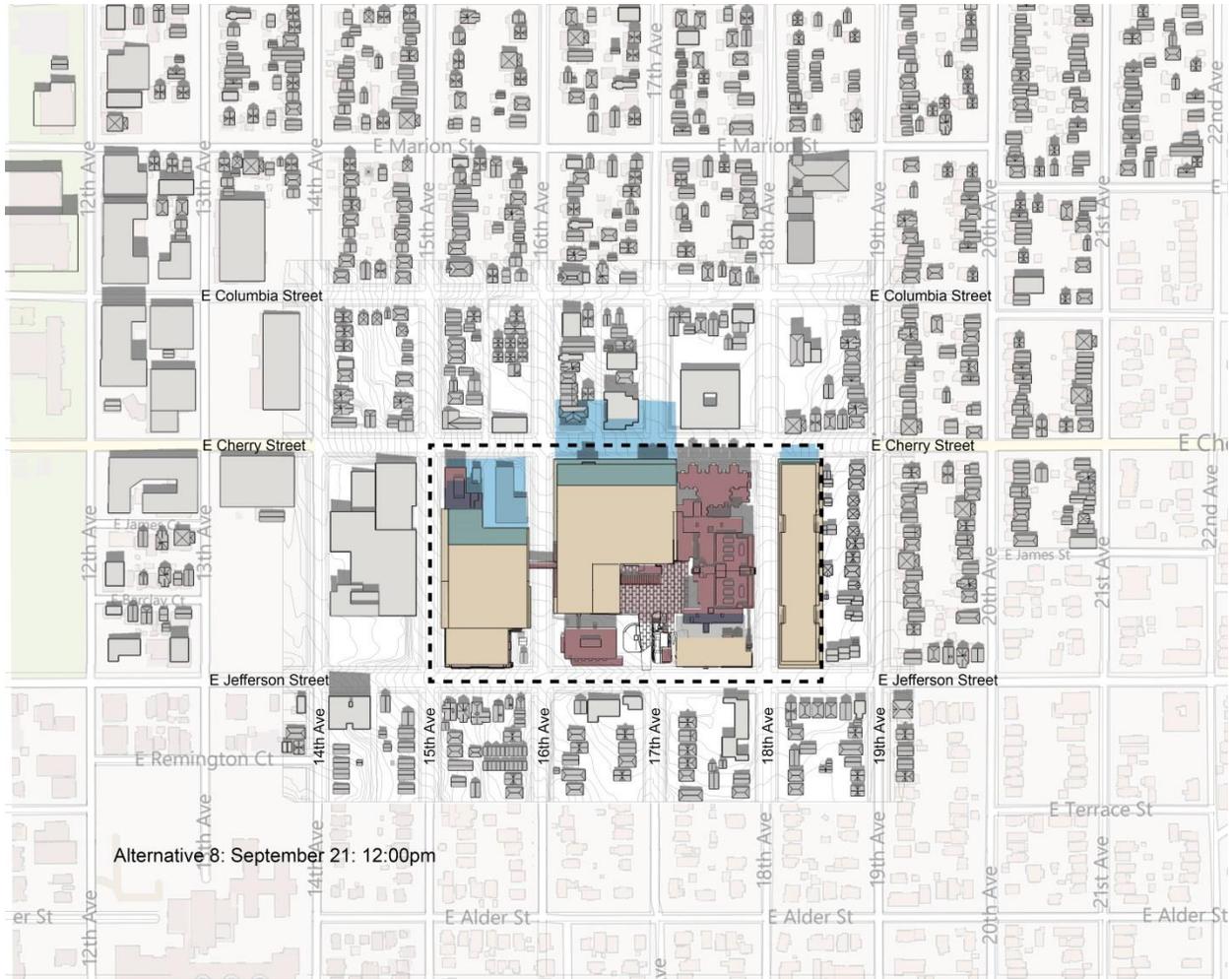


Figure 3.4-79

Alternative 8 – Autumnal (Fall) Equinox, September 21st, 12:00 PM

Alternative 11: Shadows would extend similar to Alternative 8, but to a lesser extent across E Cherry Street to the north due to a lower height of the central tower and to a greater extent (to the middle of E Cherry Street) due to west campus development. No shadows would occur in the southeast portion of campus west of 18th Avenue.

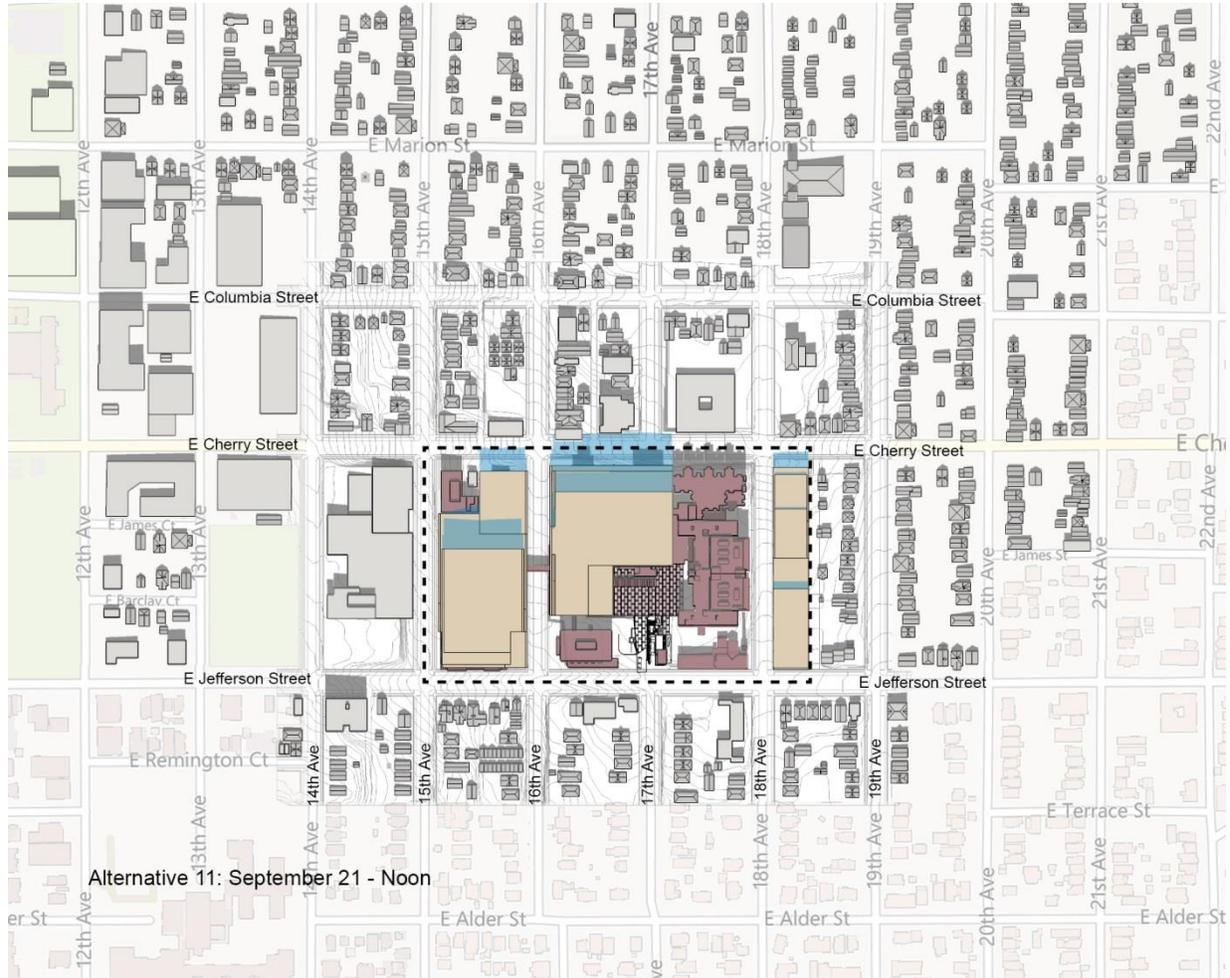


Figure 3.4-80

Alternative 11– Autumnal (Fall) Equinox, September 21st, 12:00 PM

Alternative 12: Shadows would be similar to Alternative 11 with less extent midblock of the western portion of campus.

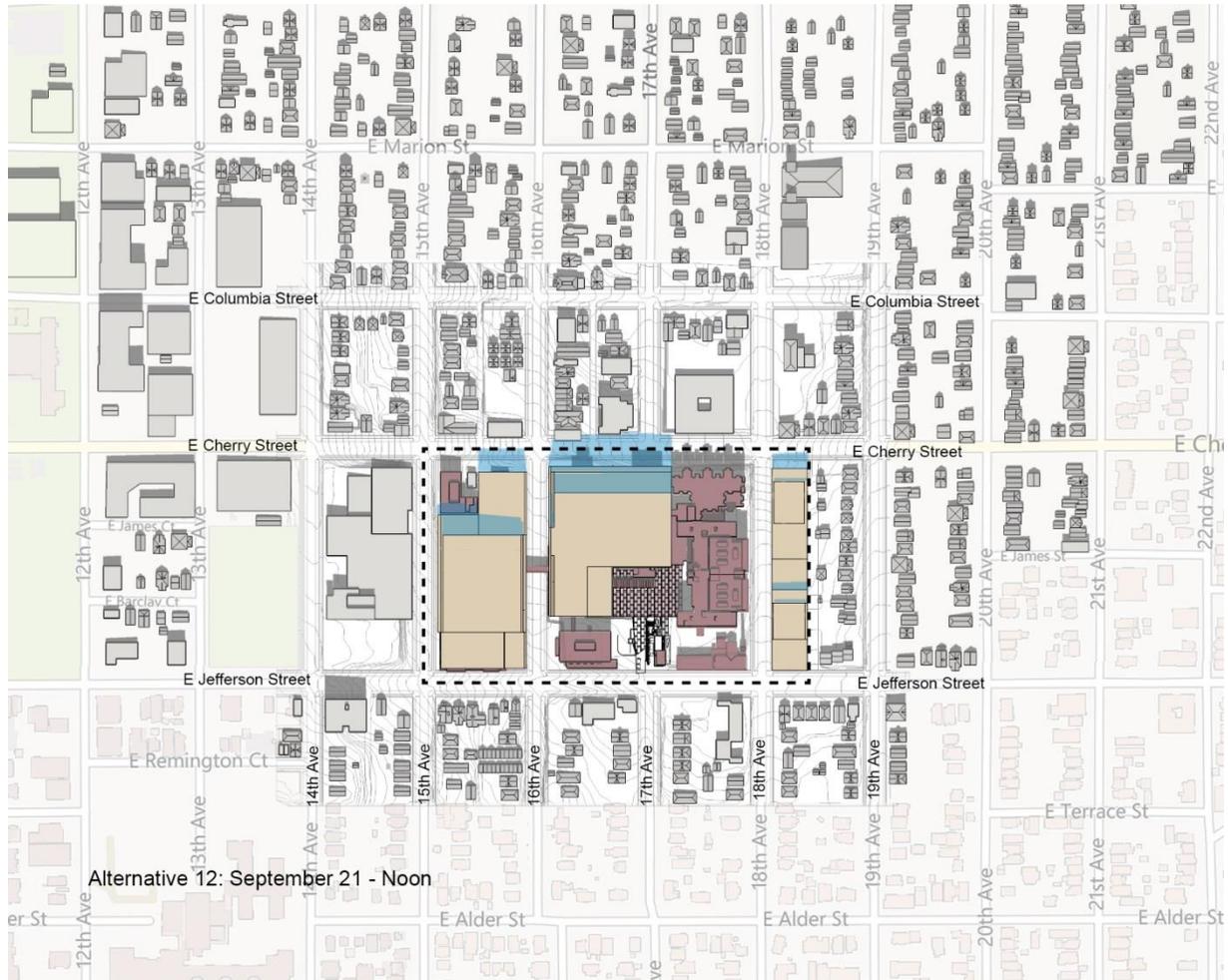


Figure 3.4-1
Alternative 12– Autumnal (Fall) Equinox, September 21st, 12:00 PM

Autumnal (Fall) Equinox - 5:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows from the Swedish Cherry Hill campus extend in a northeasterly direction and periodically shade portions of 16th (including the rear portion of the Carmack House property), 18th and 19th Avenues, E Cherry Street as well as the campus central plaza. Shadows from James Tower and West Tower extend onto the residential area shading front yards on portions of 20th Avenue. Shadows, from single-family buildings in the surrounding area, generally extend onto the other side of the adjacent right-of-way. Taller buildings may cast shadows over adjacent buildings or onto the next block. East of 18th Avenue, shadows extend farther due to the slope of the terrain.

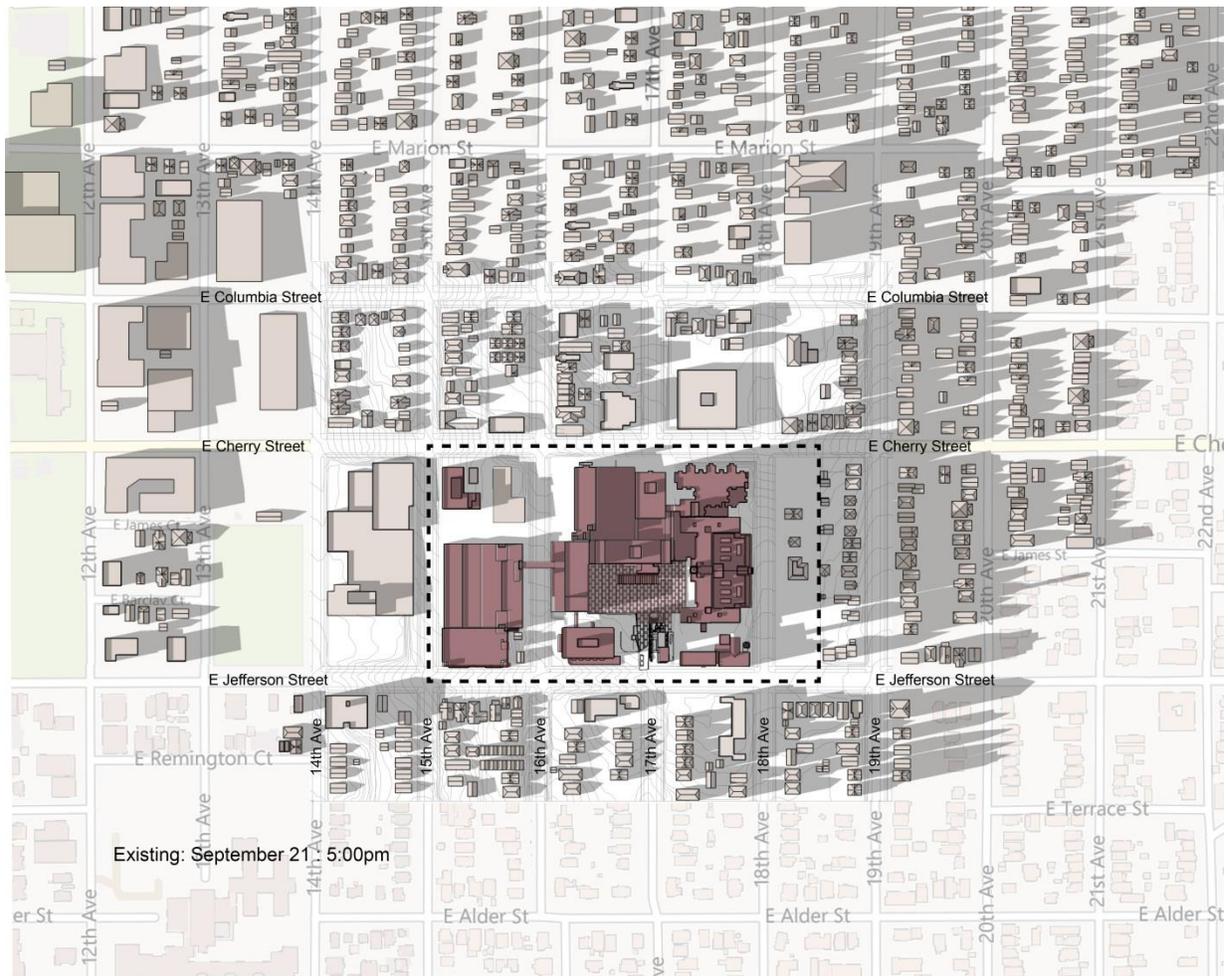


Figure 3.4-82

**Existing Conditions/Alternative 1 – No Build
Autumnal (Fall) Equinox, September 21st, 5:00 PM**

Alternative 8: Shadows would result in greater shading of the northwest corner of the campus, 16th Avenue, James Tower, and east campus buildings than existing conditions. Shadows from the central tower would extend to the intersection of 22st Avenue and E Cherry Street.

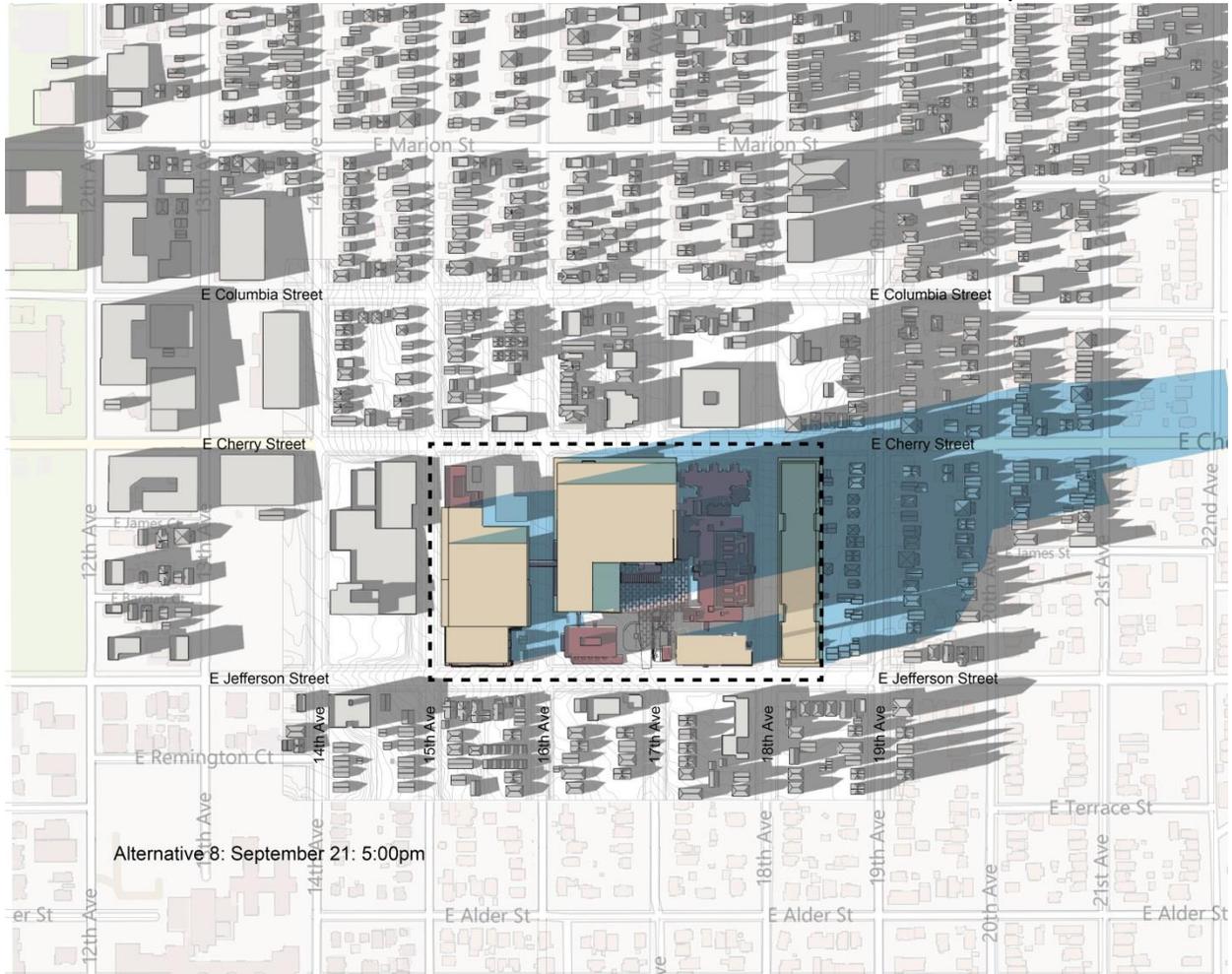


Figure 3.4-83

Alternative 8 – Autumnal (Fall) Equinox, September 21st, 5:00 PM

Alternative 11: Building modulation on east campus (15-foot height limit mid-building) creates an opening in the shadows cast over the residential area just east of 19th Avenue and the lower height of the central tower results in a shadow to midblock on E Cherry Street between 20th and 21st Avenues.

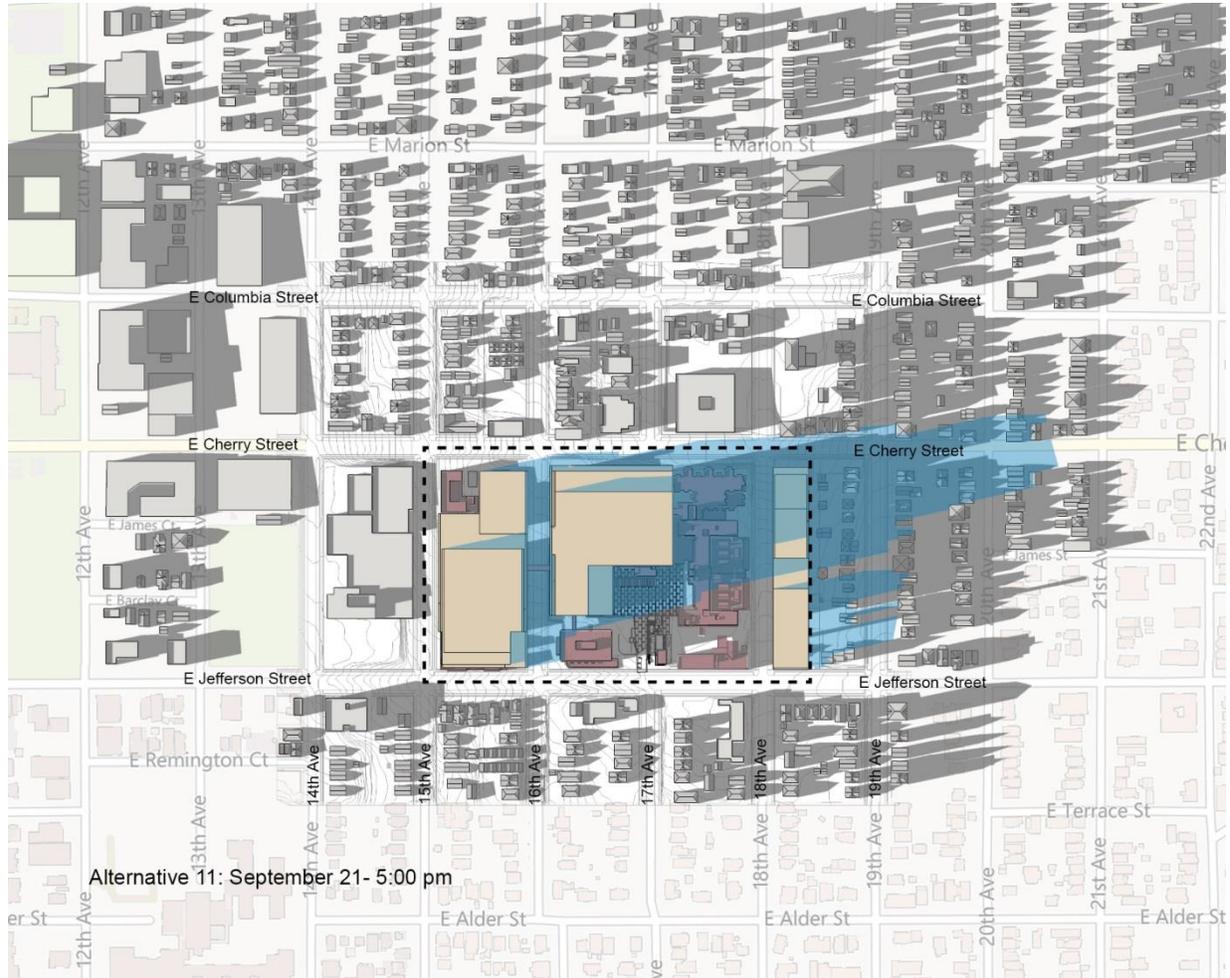


Figure 3.4-84

Alternative 11– Autumnal (Fall) Equinox, September 21st, 5:00 PM

Alternative 12: Shadows would be the same as Alternative 11.

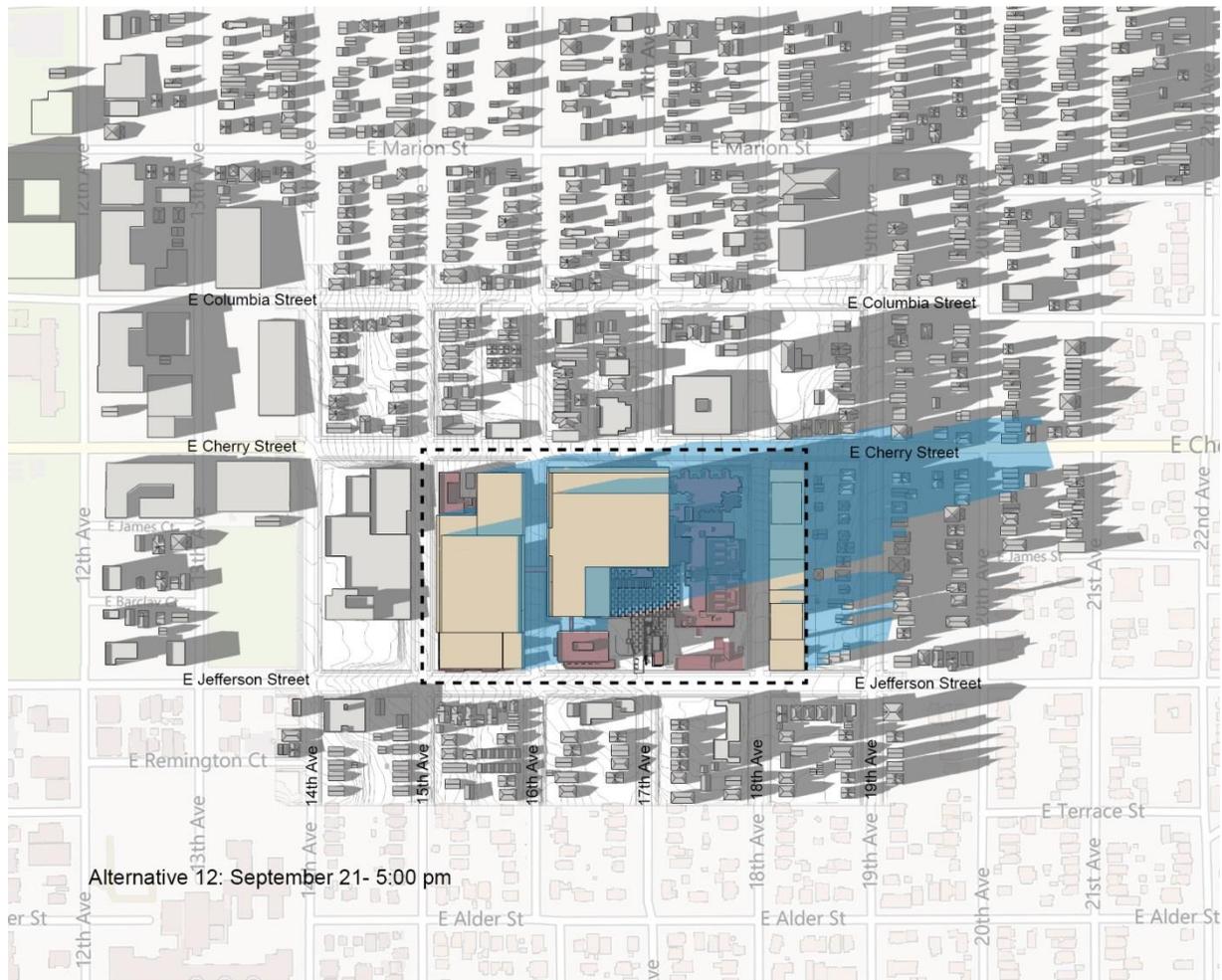


Figure 3.4-85

Alternative 12– Autumnal (Fall) Equinox, September 21st, 5:00 PM

Winter Solstice (refer to Figures 3.4-86 through 3.4-97)

Sunrise on winter solstice (approximately December 21st) occurs at about 7:55 AM and sunset at about 4:20 PM. Pacific Standard Time remains in-effect on this day. With regard to climatic data for the month of December, data indicate that on average December has 2.3 clear days, 3.9 partly cloudy days and 24.9 cloudy days. Because of the relatively low altitude of the sun above the horizon at this time of the year, approximately 19 degrees, shadows can be far reaching.

As indicated in Figures 3.4-86 through 3.4-97 for winter solstice, shadows from existing campus development, together with shadows from other nearby buildings, were evaluated and compared to the Build Alternatives at 9:00 AM, 12:00 PM, and 3:30 PM.

Winter Solstice - 9:00 AM

Existing Conditions and Alternative 1 - No Build: Shadows extend in a northwesterly direction over the existing Swedish Cherry Hill buildings, a portion of Seattle University Connolly Center building, and onto buildings 1-block north side of E Cherry Street (E Columbia Street). East of 18th Avenue, shadows, from buildings in the surrounding area, extend half-block or more beyond the buildings depending on building height. West of 18th Avenue, shadows from buildings generally extend farther on the ground and spread over buildings due to the slope of the terrain.

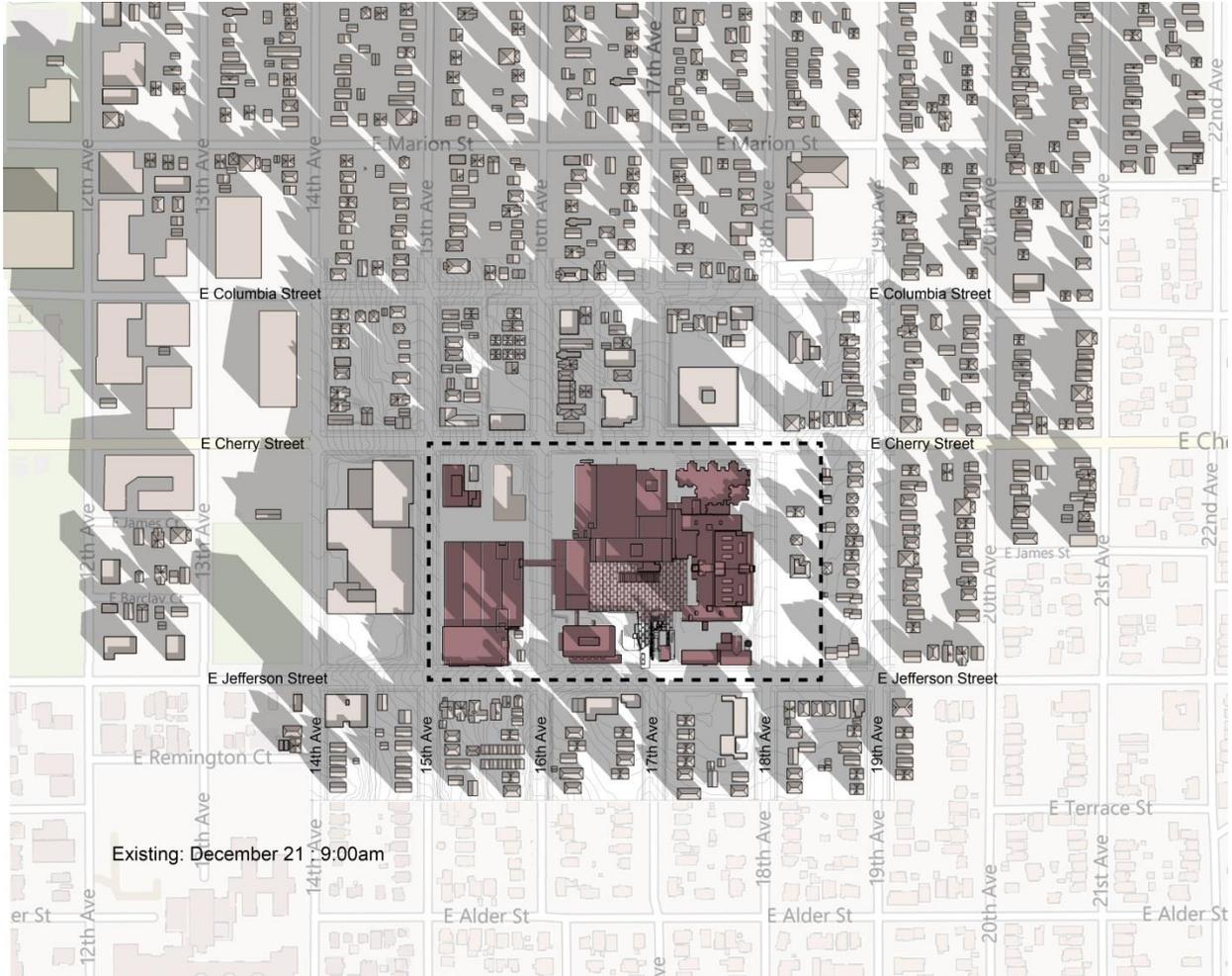


Figure 3.4-86

Existing Conditions/Alternative 1 – No Build Winter Solstice, December 21st, 9:00 AM

Alternative 8: Shadows from central campus towers would extend about 3 to 4 blocks northwest of the intersection of E Cherry Street and 15th Avenue (approximately to 11th Avenue and E Spring Street). Overall, more extensive shadows would be associated with Alternative 8. Shadows would extend across E Cherry Street onto a portion of the DSHS building and to the residential area.

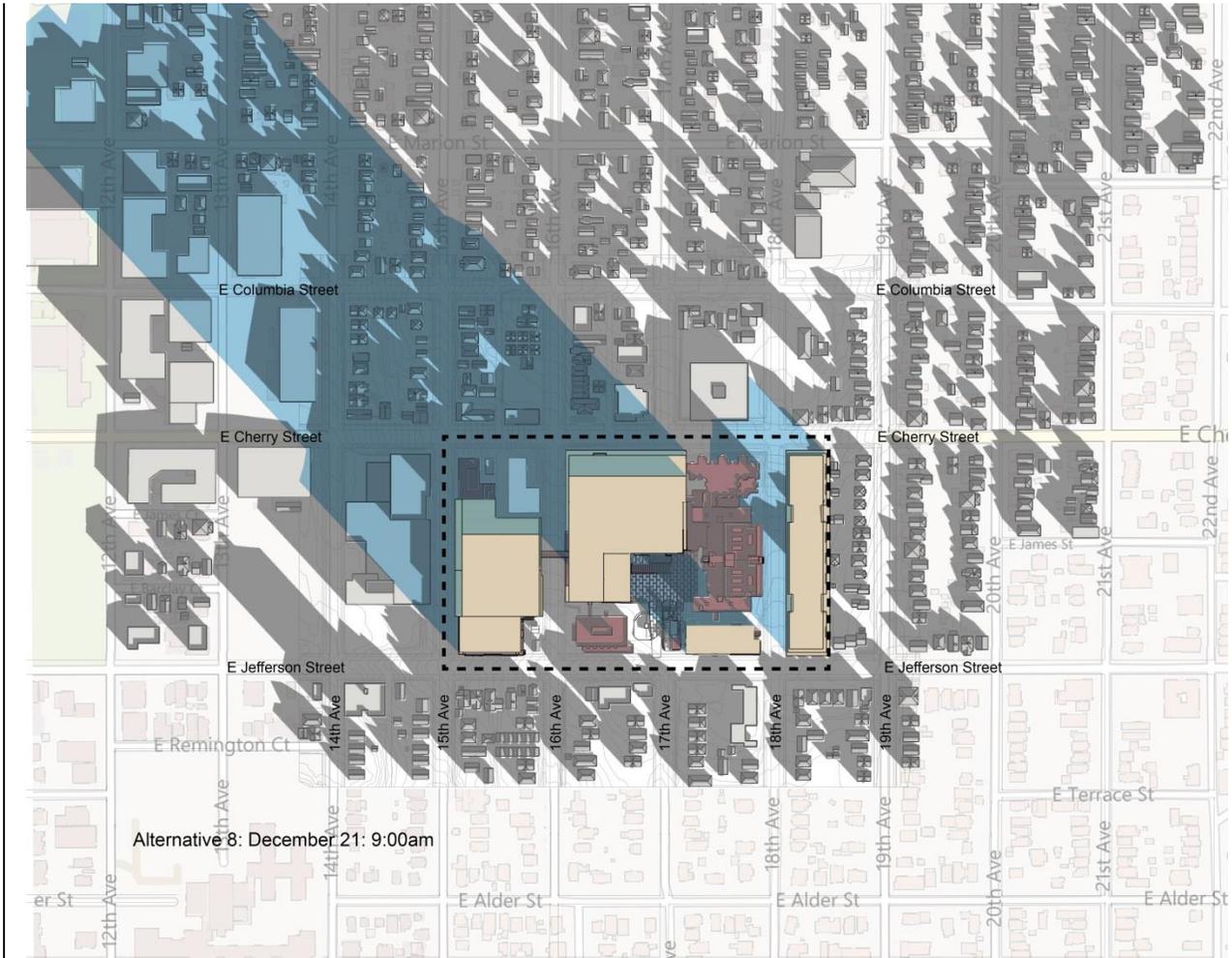


Figure 3.4-87

Alternative 8 – Winter Solstice, December 21st, 9:00 AM

Alternative 11: Shadows would be similar to Alternative 8 for the eastern portion of campus and shorter for the central and western portions of the campus (to 14th Avenue and E Marion Street).

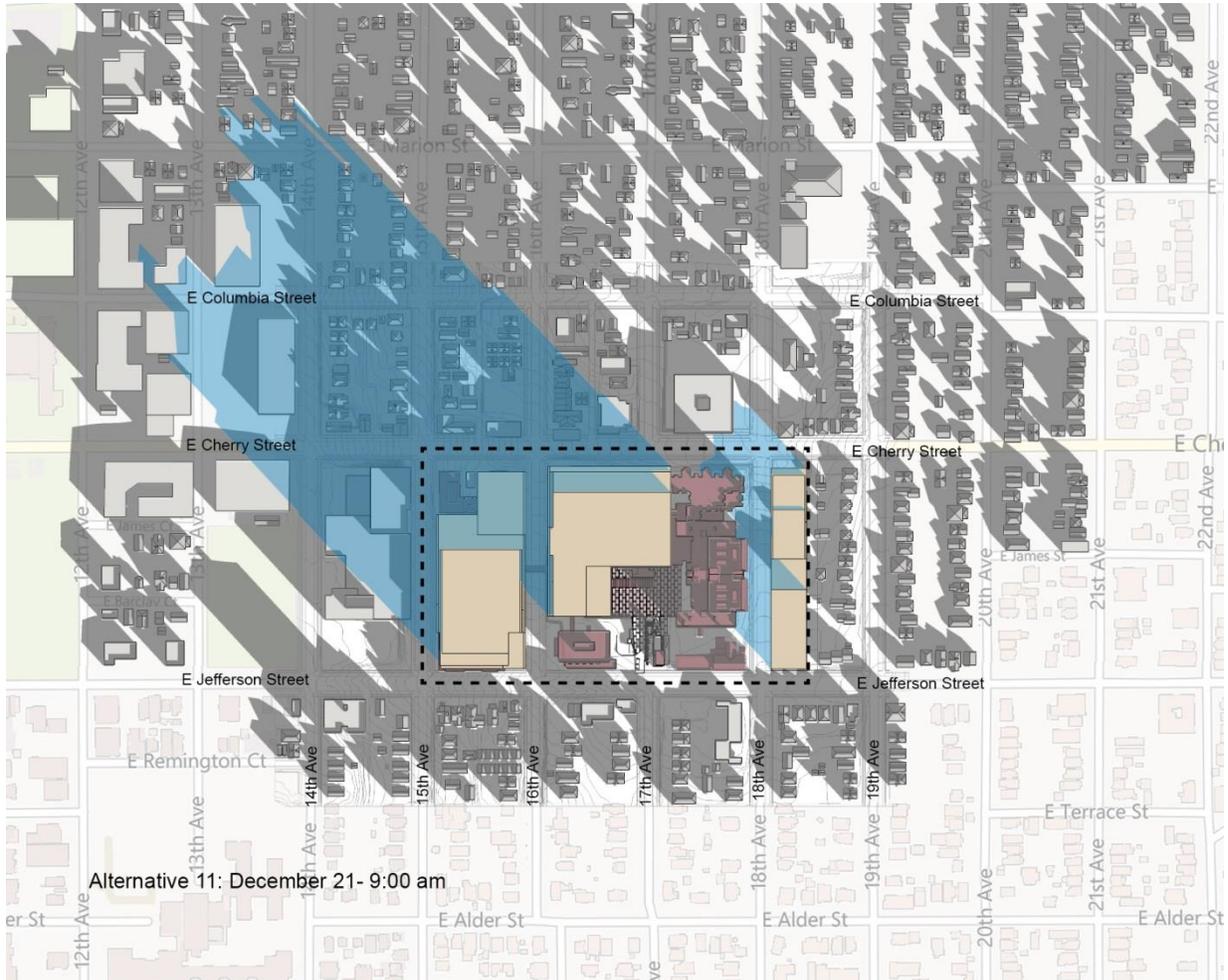


Figure 3.4-88

Alternative 11– Winter Solstice, December 21st, 9:00 AM

Alternative 12: Shadows would be similar to Alternative 11 with shorter shadows coming from the southwest corner of campus.

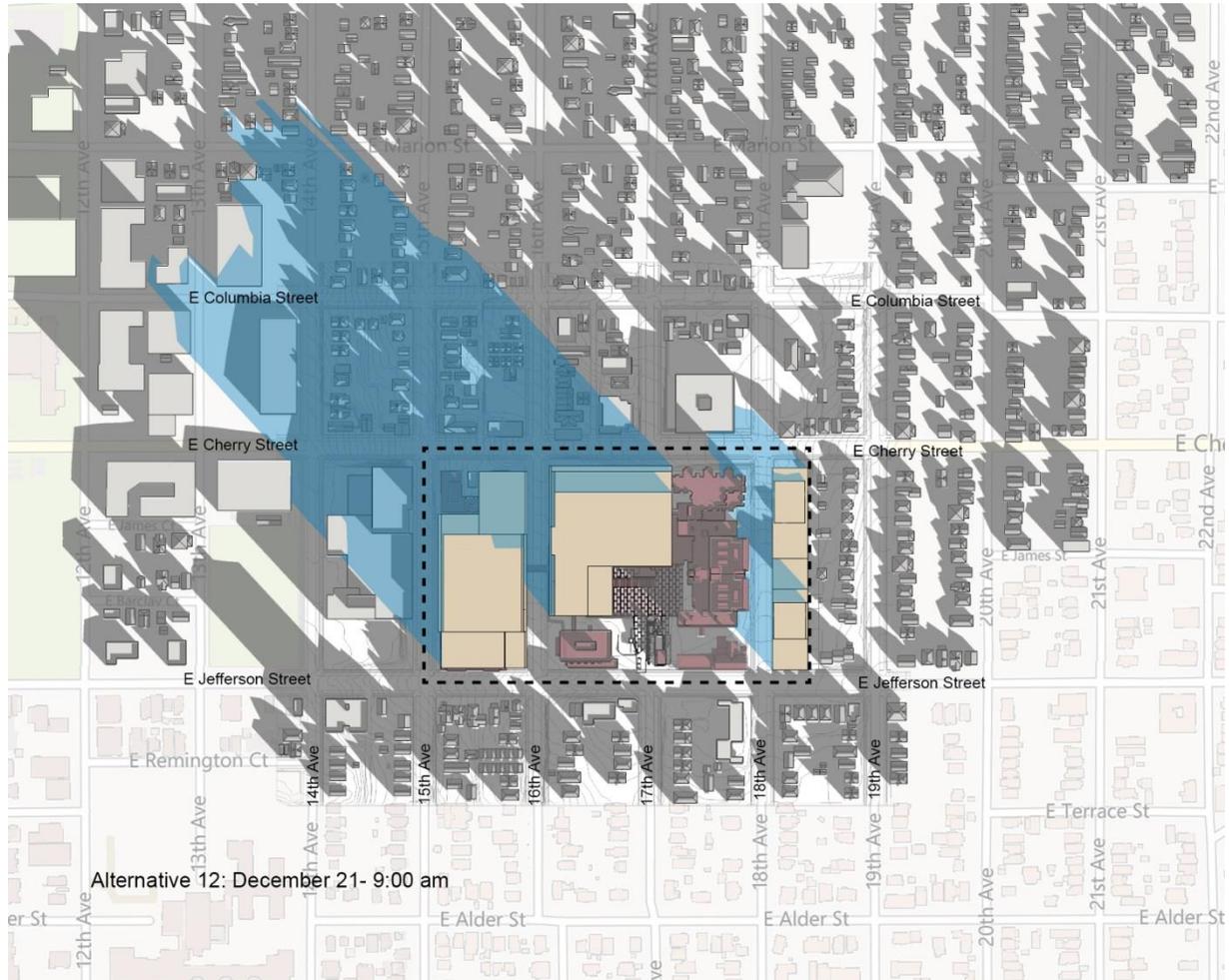


Figure 3.4-89

Alternative 12– Winter Solstice, December 21st, 9:00 AM

Winter Solstice - 12:00 PM

Existing Conditions and Alternative 1 - No Build: Shadows extend north to portions of the north side of E Cherry Street. Shadows in the surrounding area generally extend at least onto the adjacent buildings, yard, or public right-of-way depending on building height.

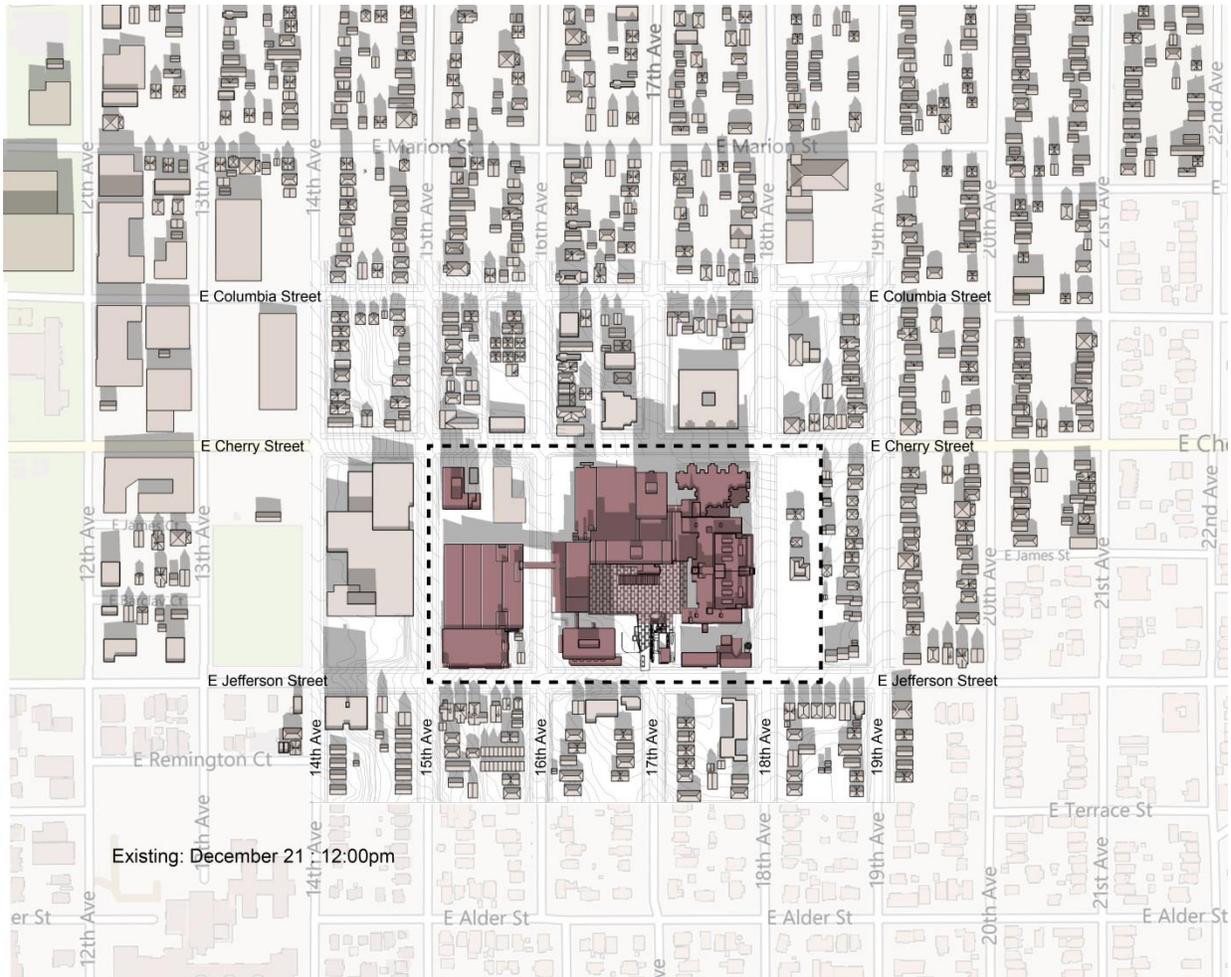


Figure 3.4-90

**Existing Conditions/Alternative 1 – No Build
Winter Solstice, December 21st, 12:00 PM**

Alternative 8: Shadows from center campus extend north to portions of East Columbia Street; shadows from building on west side of campus extend north almost to East Columbia Street to the north; shadows from building on east side extend to a house on the north side of E Cherry Street.

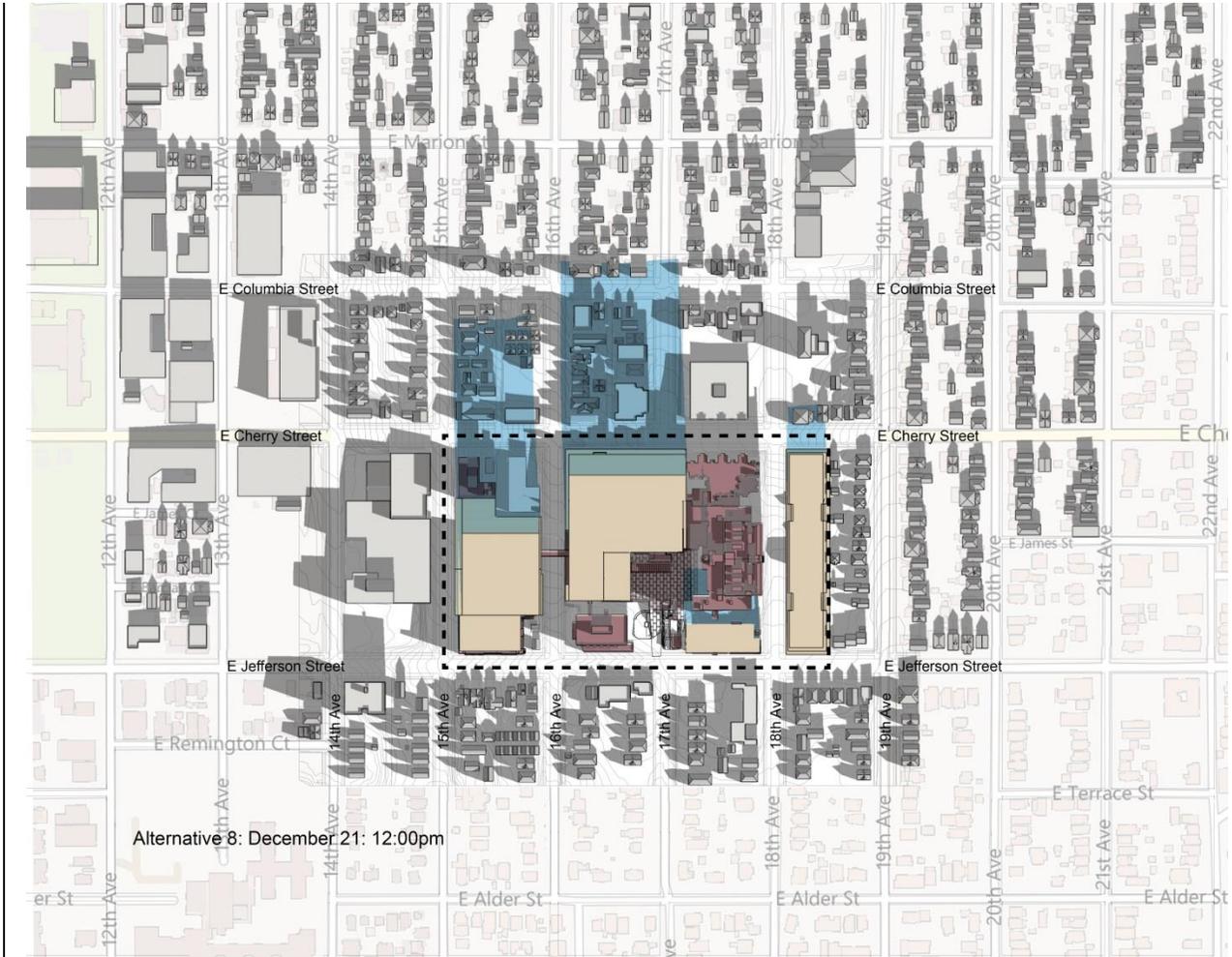


Figure 3.4-91

Alternative 8 – Winter Solstice, December 21st, 12:00 PM

Alternative 11: Shadows to the north are shorter from the western and central portions of campus extending to just north of E Cherry Street and midblock between E Cherry and E Columbia Streets, respectively, compared to Alternative 8. Shadows from the eastern portion of campus are similar to Alternative 8.

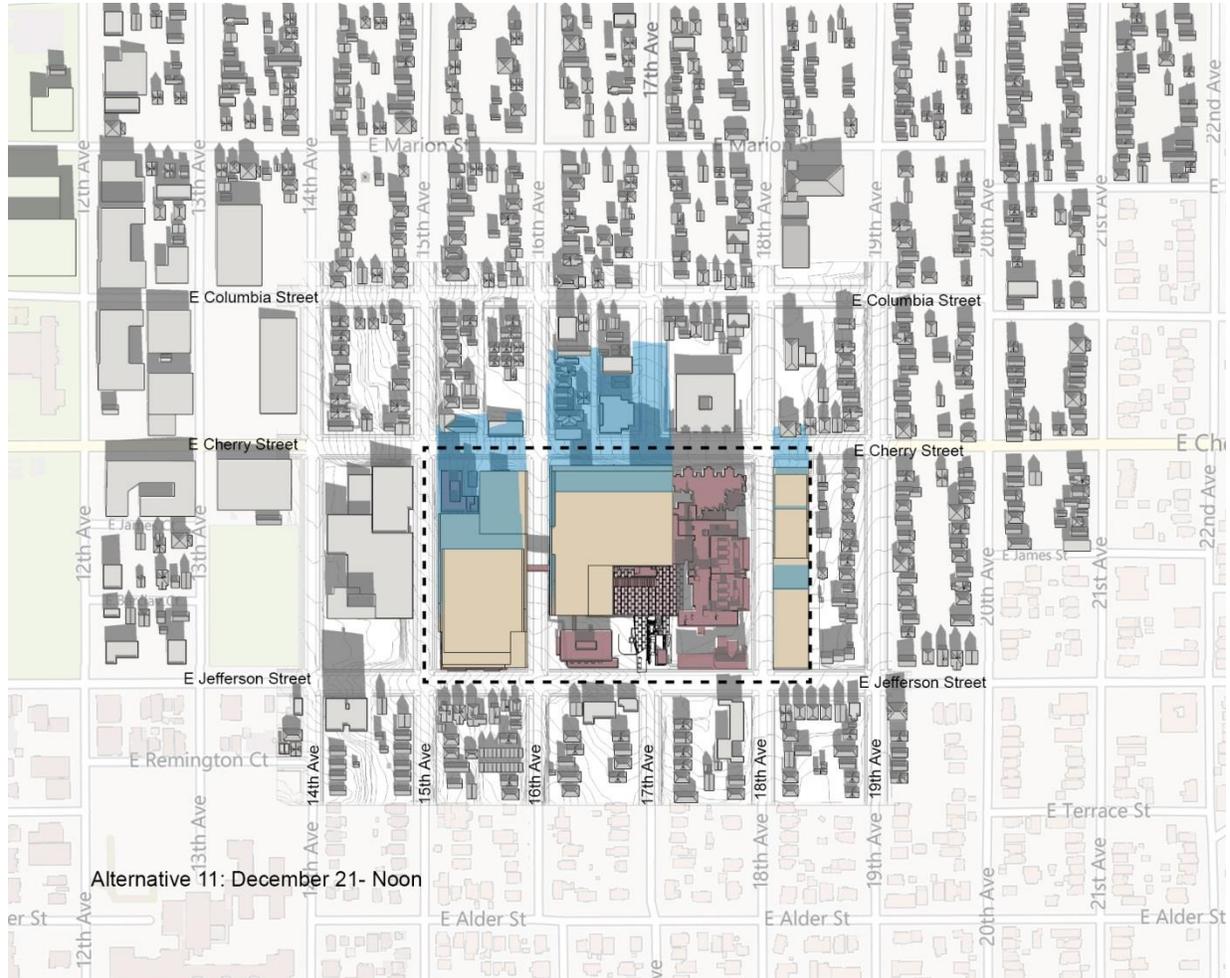


Figure 3.4-92

Alternative 11– Winter Solstice, December 21st, 12:00 PM

Alternative 12: Shadows are similar to Alternative 11.

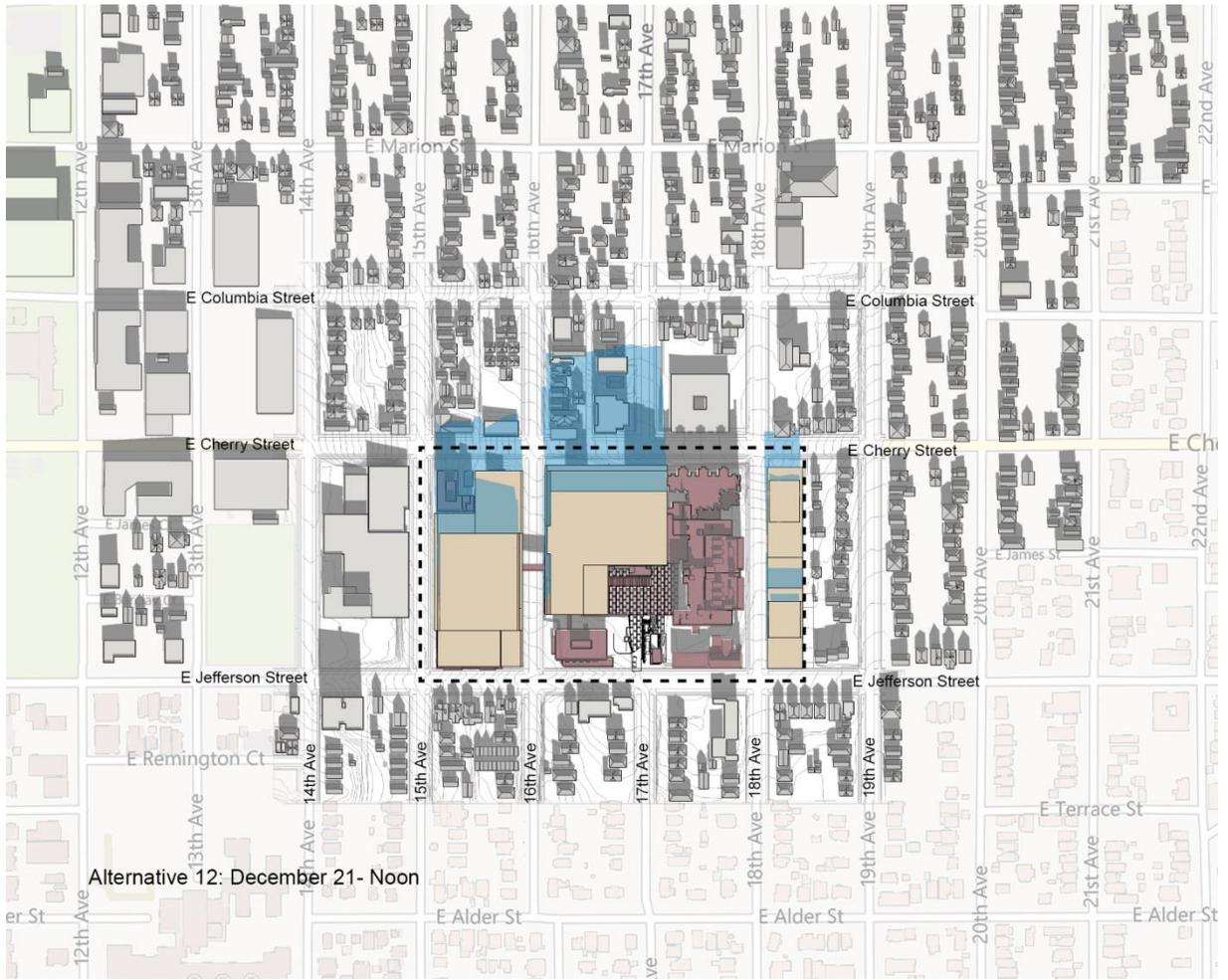


Figure 3.4-93

Alternative 12– Winter Solstice, December 21st, 12:00 PM

Winter Solstice - 3:30 PM

Existing Conditions and Alternative 1 - No Build: Shadows extend in a northeasterly direction across 20th Avenue and E Marion Street onto a residential area (approximately 2 blocks beyond the existing MIO boundary) including Firehouse Mini Park. West of 18th Avenue, shadows, from buildings in the surrounding area, extend a half-block or more beyond the buildings depending on building height. East of 18th Avenue, shadows from buildings generally extend farther on the ground and spread over buildings due to the slope of the terrain.

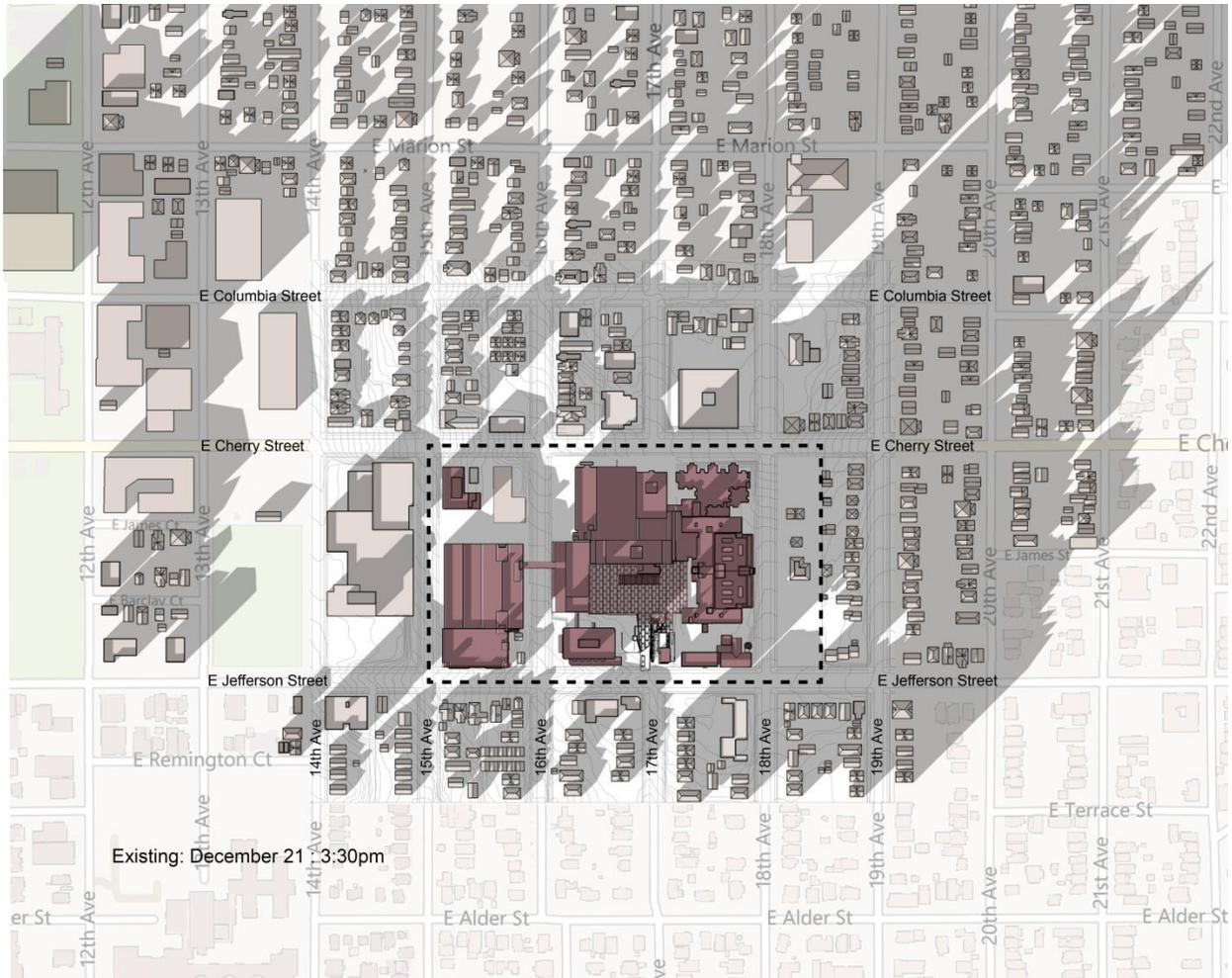


Figure 3.4-94

Existing Conditions/Alternative 1 – No Build Winter Solstice, December 21st, 3:30 PM

Alternative 8: Shadows would extend in a northeasterly direction 3 to 4 blocks beyond E Cherry Street onto and beyond Firehouse Mini Park and the residences along 19th Avenue north of E Columbia Street. Shadows from the proposed 240-foot tower would extend the farthest for Alternative 8 shading buildings to the northeast.

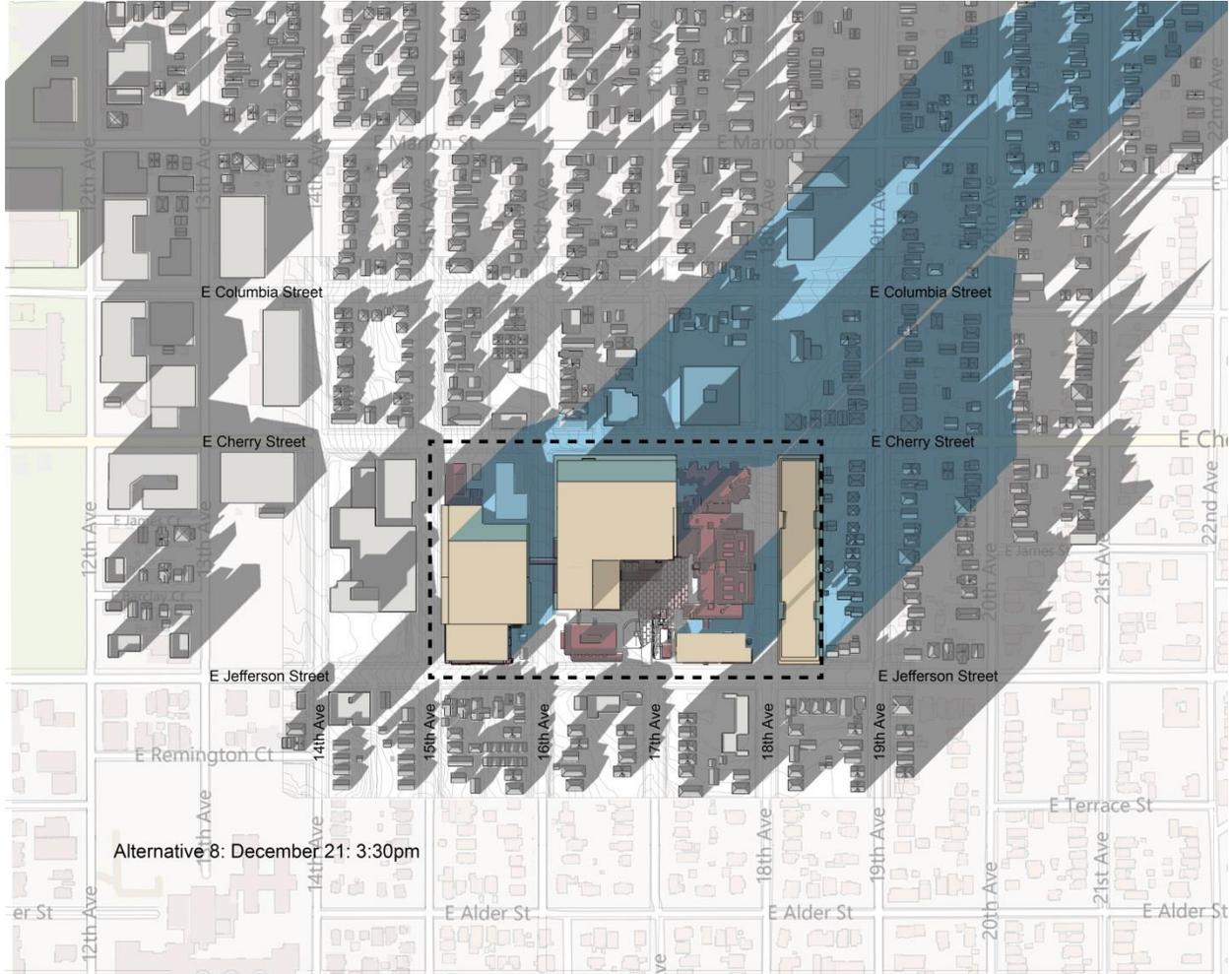


Figure 3.4-95

Alternative 8 – Winter Solstice, December 21st, 3:30 PM

Alternative 11: Shadows are shorter than Alternative 8 extending to midblock between E Cherry and E Columbia Streets between 16th and 17th Avenues from the western campus, to 21st Avenue from the central campus, and just east of 19th Avenue for a majority of the eastern campus.

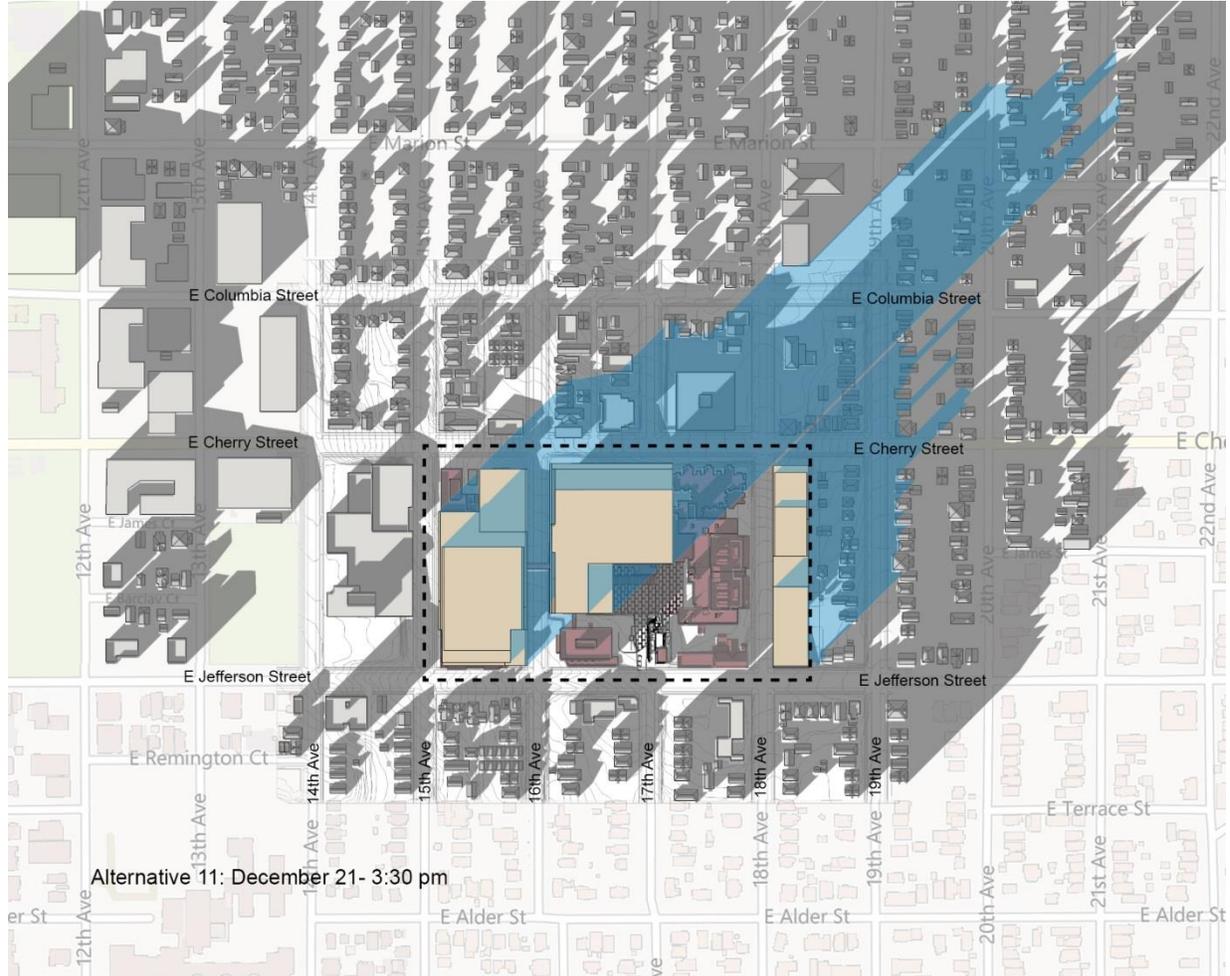


Figure 3.4-96

Alternative 11– Winter Solstice, December 21st, 3:30 PM

Alternative 12: Shadows would be similar to Alternative 11.

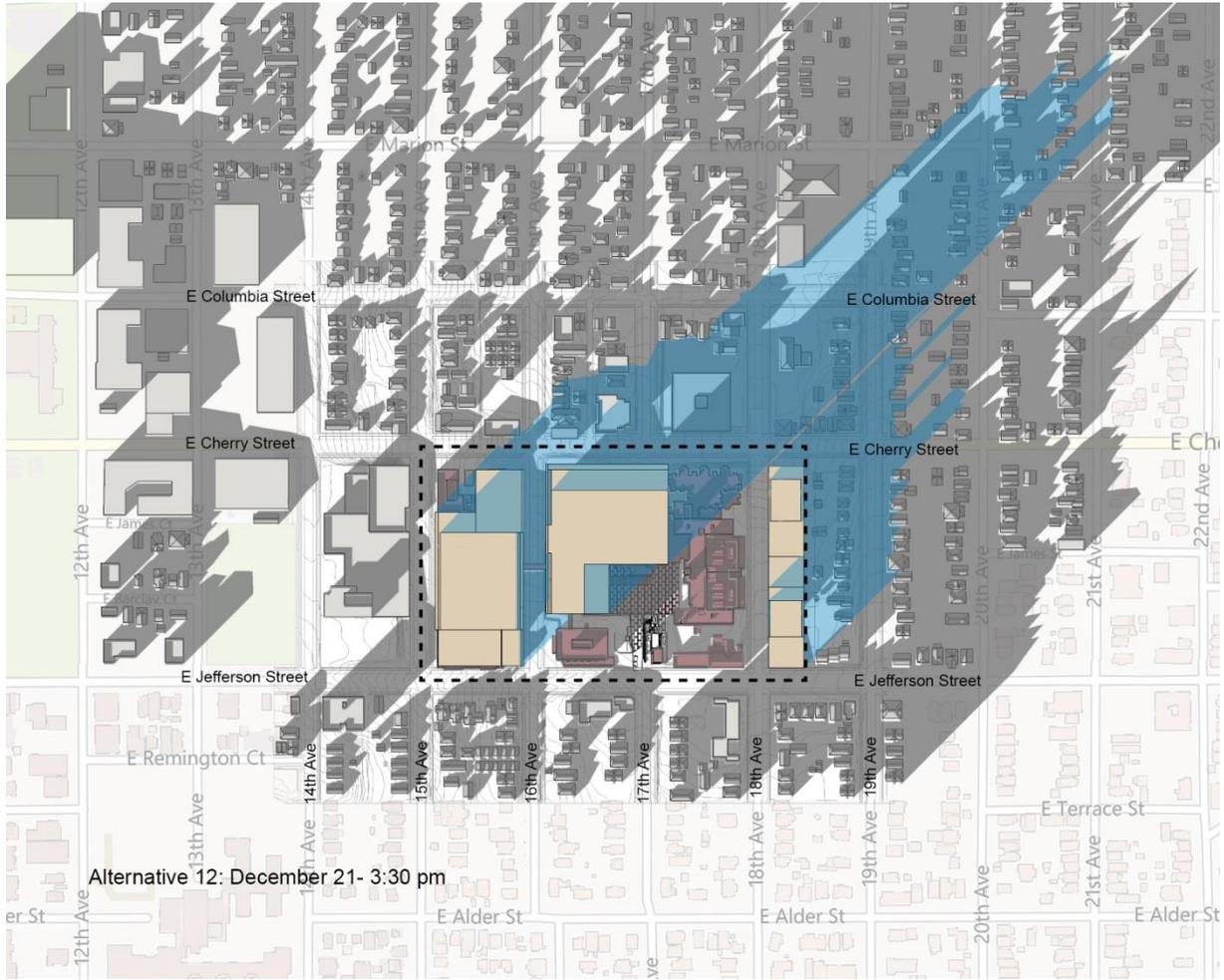


Figure 3.4-97

Alternative 12– Winter Solstice, December 21st, 3:30 PM

Summary of Shadow Impacts

Table 3.4-2 provides a summary of the shadow impacts described above.

**Table 3.4-2
Summary of Shadow Impacts of the Alternatives**

| Time of Year | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Alternative 12 – Addition of 1.55 Million Gross SF |
|--------------------------------|--|---|---|--|
| Vernal (Spring) Equinox | | | | |
| 8:00 AM | Cherry Hill campus shadows extend northwest shading 15th & 16th Ave, E Cherry Street, & campus central plaza. West campus shadows shade Seattle University Connolly Center across 15th Avenue and portions of adjacent playfield. Single-family buildings: shadows extend to adjacent buildings, yard, or public right-of-way. Taller buildings: shadows extend to adjacent block. | Cherry Hill west & central campus towers shadows would extend over 15th Avenue, Seattle University Connolly Center, adjacent playfield, and 13th Avenue. Central campus tower shadows would extend over Seattle Medical Post-Acute Care & NW Kidney Center, 16th Avenue East campus shadows would extend over 18th Avenue and onto James Tower building. | Shadows would extend west over 18th Avenue, but less than Alternative 8. Shadows would extend midblock east of 14th Avenue.. | Shadows would be the same as Alternative 11 except in the southwest corner where shadows would not extend to 14th Avenue for a portion of the block. |
| Noon | Shadows from Cherry Hill campus extend north shading portions of E Cherry Street & N side of campus buildings. The skybridge casts a narrow shadow on 16th Avenue Shadow length, from local buildings, is approximately 1/2 of building's height. | Shadows would be similar to existing conditions and Alternative 1 – No Build except shadows from the west tower would extend over NW Kidney Center & Seattle Medical Post-Acute Care; shadows along E Cherry Street would extend across E Cherry Street to condominiums. Central tower shadows would extend to Manhattan Plaza. Shadows from local buildings would be confined to yards or public right-of-way. | Shadows would extend similar to Alternative 8 for the eastern part of the campus. Shadows would extend just to the southern edge of the buildings across E Cherry Street from the central tower and less than in Alternative 8. Shadows from the western portion of the campus would extend to the center of E Cherry Street between 15th and 16th Avenues. | Shadows would extend the same as Alternative 11 except on the west edge of campus where shadows would extend a few feet farther to the north. |

Table 3.4-2 (Continued)
Summary of Shadow Impacts of the Alternatives

| Time of Year | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Alternative 12 – Addition of 1.55 Million Gross SF |
|------------------------|--|--|---|---|
| 5:00 PM | Shadows from Cherry Hill campus extend northeast, shading 16th, Carmack House property, 18th & 19th Aves, E Cherry Street & campus central plaza. Shadows from James Tower & West Tower extend to houses on 19th Ave, shading front yards. Shadows in area extend half-block beyond buildings. East of 18th Ave, shadows extend farther. | Shadows would extend similar to existing conditions and Alternative 1 – No Build, except for greater shading of NW corner of campus and Carmack House property. Shadows from central tower would extend almost to intersection of 21st Avenue and E Cherry Street. | Shadows would extend less than Alternative 8, with less shading on campus but complete shading of 16th and 18th Avenues. The central tower would extend nearly to 20th Avenue at E Cherry Street. A few homes midblock along 19th Avenue would not experience shade from new development but would continue to from James Tower.. | Shadows would be similar to Alternative 11. |
| Summer Solstice | | | | |
| 8:00 AM | Shadows confined to campus except for shading of sidewalks on 16th and 15th Avenues. Seattle University Connolly Center shades 14th Avenue single-family buildings. Shadows from taller buildings extend to right-of-way. | Shadows would extend west and shade Cherry Hill campus plaza & sidewalks on E Cherry Street, 14th, 15th, 16th& 18th Avenues; and rooftops of Seattle University Connolly Center. | Shadows would extend similar to Alternative 8, except not as far midblock on 18th Avenue due to east building modulation. Shadows would not extend to the corners on the west side of 18th Avenue and E Cherry Street due to the deeper setback of the upper-story. Shadows would not reach 14th Avenues. | Shadows would be similar to Alternative 11. |

Table 3.4-2 (Continued)
Summary of Shadow Impacts of the Alternatives

| Time of Year | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Alternative 12 – Addition of 1.55 Million Gross SF |
|---------------------|--|---|--|---|
| Noon | Shadows extend north, are confined to campus shading some sidewalks and E Cherry Street. Shadows from buildings extend just beyond building envelope. | Shadows would extend to sidewalk on south side of E Cherry Street between 16th and 18th Avenues, and portions of on-campus rooftops to the north. | Shadows would extend similar to Alternative 8 except that central tower shadows would be slightly shorter, the new development shadow in the northwest corner of E Jefferson Street and 18th Avenue would be slightly longer, and development in the southwest corner of 16th Avenue and E Cherry Street would have a shadow that would remain on campus and not cover any public areas. | Shadows would be similar to Alternative 11. |
| 5:00 PM | Shadows extend east, shading Cherry Hill campus plaza; sidewalks and 16th Avenue (including Carmack House property, but not house), 18th Avenue, and structures on east side of 18th Avenue. Shadows from local buildings extend beyond building onto adjacent yard or right-of-way extending farther east of 18th Avenue. | Shadows would extend across portions of 16th Avenue, all of Carmack House property, Swedish Cherry Hill plaza, 18th Avenue, east campus building rooftop, and structures between 18th and 19th Avenues. | Shadows would extend similar to Alternative 8, but to a lesser extent midblock between 18th and 19th Avenues due to east campus building modulation, to a lesser extent across 18th Avenue from the central tower, and to a greater extent on 16th Avenue due to west campus buildings.. | Shadows would be similar to Alternative 11. |

Table 3.4-2 (Continued)
Summary of Shadow Impacts of the Alternatives

| Time of Year | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Alternative 12 – Addition of 1.55 Million Gross SF |
|--------------------------------|--|--|---|---|
| Autumnal (Fall) Equinox | | | | |
| 8:00 AM | Shadows from Cherry Hill campus extend northwest over 15th and 16th Avenues, E Cherry Street and campus central plaza. Shadows from west campus extend onto portions of Seattle University Connolly Center. Shadows from smaller local buildings extend to adjacent public right-of-way. Shadows, from taller buildings extend slightly farther west of 18th Avenue, due to slope. | Shadows from Cherry Hill west campus tower would extend over 15th Avenue, Seattle University Connolly Center, adjacent playfield, and north between 13th Avenue and E Jefferson Street. Central campus tower would shade Seattle Medical Post-Acute Care and NW Kidney Center and residential units facing E Cherry Street. On E Cherry Street, shadows would extend across E Cherry Street to the Spencer Technologies site, the condominium at 16th Avenue and E Cherry Street. East campus shadows would extend over 18th Avenue to James Tower building. | Shadows would extend similar to Alternative 8, but to a lesser extent across 18th Avenue due to east campus modulation and not as far northwest due to lower heights of central and west towers. Shadows would reach to the south facades of buildings north of and fronting E Cherry Street and to midblock between 13th and 14th Avenues. | Shadows would be similar to Alternative 11 except slightly shorter shadows from the southwest corner of campus. |
| Noon | Shadows from Swedish Cherry Hill campus extend north shading portions of E Cherry Street and the north sides of campus buildings. The skybridge casts a narrow shadow onto 16th Avenue. Shadows from local buildings are generally confined to their yards or adjacent public right-of-way. | Shadows would extend similar to existing conditions and Alternative 1 - No Build, except that shadows from west tower extend over NW Kidney Center and Seattle Medical Post-Acute Care buildings. Shadows would extend far over E Cherry Street, and over condominiums at the corner of E Cherry Street and 17th Avenue. Shadows from central tower would extend over south-facing units of Manhattan Plaza at NW corner of E Cherry Street and 17th Avenue. | Shadows would extend similar to Alternative 8, but to a lesser extent across E Cherry Street to the north due to a lower central tower and to a greater extent due to west campus development. No shadows would occur in the southeast portion of campus west of 18th Avenue. | Shadows would be similar to Alternative 11 with less extent midblock of the western portion of campus. |

Table 3.4-2 (Continued)
Summary of Shadow Impacts of the Alternatives

| Time of Year | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Alternative 12 – Addition of 1.55 Million Gross SF |
|------------------------|--|---|---|--|
| 5:00 PM | <p>Shadows from Swedish Cherry Hill campus extend north shading 16th (including Carmack House property), 18th and 19th Avenue, E Cherry Street and campus central plaza. Shadows from James Tower and West Tower extend to front yards on 20th Avenue. Shadows from smaller local buildings extend to adjacent right-of-way. Taller buildings shadows extend over adjacent buildings or onto next block. East of 18th Avenue, shadows extend farther than 1-block.</p> | <p>Alternative 8 would result in greater shading of NW corner of campus, 16th Avenue, James Tower, and east campus buildings than existing conditions. Shadows from central tower would extend to intersection of 22st Ave and E Cherry Street.</p> | <p>Building modulation on east campus creates an opening in the shadows cast over the residential area just east of 19th Avenue and the lower central tower results in a shadow to the midblock on E Cherry Street between 20th and 21st Avenues. .</p> | <p>Shadows would be the same as Alternative 11.</p> |
| Winter Solstice | | | | |
| 9:00 AM | <p>Shadows extend northwest over existing Cherry Hill buildings, Seattle University Connolly Center building, and onto buildings 1-block north of E Cherry Street (E Columbia Street). East of 18th Avenue, shadows from local buildings extend a half-block or more. West of 18th Avenue, shadows from buildings extend farther than 1-block.</p> | <p>Shadows from central campus towers would extend 3-4 blocks northwest of intersection of E Cherry Street and 15th Avenue. Shadows would extend across E Cherry Street onto DSHS building and residential area.</p> | <p>Shadows would extend similar to those for Alternative 8 for the eastern portion of campus and shorter for the central and western portions of the campus.</p> | <p>Shadows would be similar to Alternative 11 with shorter shadows coming from the southwest and corner of campus.</p> |

Table 3.4-2 (Continued)
Summary of Shadow Impacts of the Alternatives

| Time of Year | Alternative 1 – No Build | Alternative 8 – Addition of 1.9 Million Gross SF | Alternative 11 – Addition of 1.55 Million Gross SF | Alternative 12 – Addition of 1.55 Million Gross SF |
|---------------------|---|--|--|---|
| Noon | Shadows extend north to north side of E Cherry Street. Shadows in area extend to adjacent buildings, yards, or public right-of-way. | Shadows from center campus would extend north to portions of E Columbia Street. Shadows from building on west side of campus would extend north to E Columbia Street. Shadows from building on east would extend to house across E Cherry Street. | Shadows to the north are shorter from the western and central portion of campus extending to just north of E Cherry Street and midblock between E Cherry and E Columbia Streets, respectively, compared to Alternative 8. Shadows from the eastern portion of campus are similar to Alternative 8. | Shadows are similar to Alternative 11. |
| 3:30 PM | Shadows extend north across 20th Avenue and E Marion Street to residential area (approximately 2 blocks beyond MIO boundary) including Firehouse Mini Park. West of 18th Avenue, shadows from existing buildings extend a half-block beyond buildings. East of 18th Avenue, shadows extend farther. | Shadows would extend north 3-4 blocks beyond E Cherry Street beyond Firehouse Mini Park and residences on 19th Ave north of E Columbia Street. Shadows from proposed 240-foot tower would extend farthest of the alternatives, shading buildings to north. | Shadows are shorter than Alternative 8 extending to midblock between E Cherry and E Columbia Streets between 16th and 17th Avenues from the western campus, to 21st Avenue from the central campus, and just east of 19th Avenues for a majority of the eastern campus. | Shadows would be similar to Alternative 11. |

3.4.4.3 Mitigation Measures

It should be noted that the projects have not been designed and the actual project height and bulk is unknown. Required/proposed floor area ratios and institutional needs could reduce the mass for several buildings.

The following mitigation measures would minimize potential impacts from shadows:

- Future new building design will consider the final orientation and massing of the building relative to public open spaces and designated open space within the institutional boundary.
- A shadow study may be required with the MUP application for specific buildings depending upon their location on campus.

3.4.4.4 Secondary and Cumulative Impacts

Additional shadowing, while a direct impact, also contributes to cumulative loss of perceived open area.

Shadow impacts would result from the Build Alternatives due to the increased amount of development on the Swedish Cherry Hill campus and greater building heights.

Shadows would be longest during winter when the sun is low on the horizon. Because of the low angle of the sun above the horizon on Winter Solstice, shadow impacts would extend greater distances, regardless of the alternative. Conversely, during Summer Solstice, when the sun is at its greatest height above the horizon, shadow impacts would be shorter and less likely to cause shading impacts.

Under the Build Alternatives, additional sources of shadows would be added to the area as a result of new development and redevelopment, which, in some cases, would increase the development footprint on the campus. Shadows would add to and combine with shadows from existing development on and in the Swedish Cherry Hill campus area vicinity. Overall, shadow impacts would not be expected to result in long-term, significant adverse environmental impacts. Shadow impacts would be typical of an urbanizing area – one that is transitioning to more intensive development. Shadow impacts to Firehouse Park, the only public open space area proximate to the Swedish Cherry Hill campus, already occur as a result of the existing buildings on the Swedish Cherry Hill campus (during Winter Solstice only) and other adjacent buildings.

3.4.4.5 Significant Unavoidable Adverse Impacts

Development under the MIMP would result in new sources of shadow impacts associated with the Swedish Cherry Hill campus. Shadow impacts associated with Alternative 8 would be greater than those associated with Alternatives 11 and 12; and shadows associated with Alternative 11 and 12 would be similar.

Under SEPA, significant unavoidable adverse impacts of proposed actions are considered as they apply to public open space. Shadow impacts to Firehouse Park located at 712 18th

Avenue, the only public open space area proximate to the Swedish Cherry Hill campus, already occur as a result of the existing buildings on the Swedish Cherry Hill campus and other adjacent buildings. No significant unavoidable adverse impacts to public open space would be anticipated due to implementation of the Build Alternatives.

3.5 Housing

This section of the Final EIS describes the existing housing characteristics on the Swedish Cherry Hill campus and surrounding vicinity; and evaluates the potential impacts to housing resources that could occur as a result of implementation of the MIMP.

All MIMP Alternatives maintain the existing MIO boundaries. No expansion of the MIO boundaries is proposed.

3.5.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for housing. Relevant policies from SMC 25.05.675.I Housing¹ are provided below:

1. *Policy Background. Demolition or rehabilitation of low-rent housing units or conversion of housing for other uses can cause both displacement of low-income persons and reduction in the supply of housing.*
2. *Policies*
 - a. *It is the City's policy to encourage preservation of housing opportunities, especially for low income persons, and to ensure that persons displaced by redevelopment are relocated.*
 - b. *Proponents of projects shall disclose the on-site and off-site impacts of the proposed projects upon housing, with particular attention to low-income housing.*
 - c. *Compliance with legally valid City ordinance provisions relating to housing relocation, demolition and conversion shall constitute compliance with this housing policy.*
 - d. *Housing preservation shall be an important consideration in the development of the City's public projects and programs. The City shall give high priority to limiting demolition of low-income housing in the development of its own facilities.*

Land Use Code

Additionally, SMC 23.34.124 Designation of MIO District², Section B.7, states the following with respect to additions to existing MIO districts:

New or expanded boundaries shall not be permitted where they would result in the demolition of structures with residential uses or change of use of those structures to nonresidential major institution uses unless comparable replacement is proposed to maintain the housing stock of the city.

¹ SMC 25.05.675: Title 25 – Environmental Protection and Historic Preservation, Chapter 25.05 – Environmental Policies and Procedures, Subchapter VII – SEPA and Agency Decisions, Specific Environmental Policies of the Seattle Municipal Code.

² SMC 23.34.124: Title 23 - Land Use Code, Subtitle III – Land Use Regulations, Division 1 – Land Use Zones, Chapter 23.34 – Amendments to Official Land Use Map (Rezoning), Subchapter II Rezone Criteria.

3.5.2 Affected Environment

3.5.2.1 Residential Structures within the Existing MIO Boundary

The Swedish Cherry Hill campus contains three, single-family residential structures that are currently vacant, and one nursing care facility. The Seattle Medical Post-Acute Care, owned by Evergreen Healthcare Management, is a 99-bed, 24-hour skilled nursing care facility providing rehabilitation and longer term care (for certain patients) located within the MIO at 555 16th Avenue. The facility serves patients who require additional care after a hospital visit before returning home or transitioning to an assisted-living facility or nursing home. The SMC defines nursing homes as a residential use (SMC 23.84A.032 "R" 17). Swedish Cherry Hill provides some temporary housing at the Inn at Cherry Hill for families and patients awaiting care.

Table 3.5-1 lists the address, description of each building, the present use, and the underlying zoning.

**Table 3.5-1
Residential-type Units within the MIO Boundary**

| Address | Parcel Number | Property Name/ Property Type ³ | Ownership | Present Use ⁴ | Zoning |
|----------------------------|---------------|--|---------------------------------------|--------------------------|--------------------|
| 544 18th Avenue | 7942600205 | Old Residence/ Commercial | 17th and James, LLC/ Sabey | Single-Family/ Vacant | MIO-37-SF- 5000 |
| 536 18th Avenue | 7942600215 | Old Residence/ Commercial | 17th and James, LLC/ Sabey | Single-Family/ Vacant | MIO-37-SF- 5000 |
| 1522 E Jefferson Street | 7942600795 | Old Residence/ Residential | Other | Single-Family/ Vacant | MIO-65-SF- 5000 |
| 555 16th Avenue | 7942600675 | Seattle Medical Post Acute Care | Evergreen Healthcare Management | Nursing Home | MIO-65-LR3 |

Source: King County Recorder's Office 2014 and City of Seattle 2014 for property search by address; and Sabey Corporation 2013.

The two, single-family structures located on 18th Avenue are vacant. These properties are owned by Sabey and are within the existing MIO boundary. Permits for change of use were submitted but not finalized for these structures prior to 1997.

The vacant house located at 1522 E Jefferson Street is within the MIO but the property is not owned by either Swedish or Sabey⁵. Swedish has no plans to develop it as part of its MIMP.

3.5.2.2 Housing Characteristics near Swedish Cherry Hill

The housing characteristics and population information presented in this section were obtained from the US Census Bureau's 2008 to 2012 American Community Survey (ACS) 5-year

³ Description as noted in King County Recorder's Office property detail

⁴ Correspondence with Jennifer Crowley, Senior Property Manager, Sabey Corporation, January 29 and 30, 2014.

⁵ Refer to the Project Description section for a detailed discussion of building ownership within the MIO.

estimates. ACS⁶ is conducted annually and provides more detailed socioeconomic information to help characterize existing housing conditions for purposes of this EIS analysis.

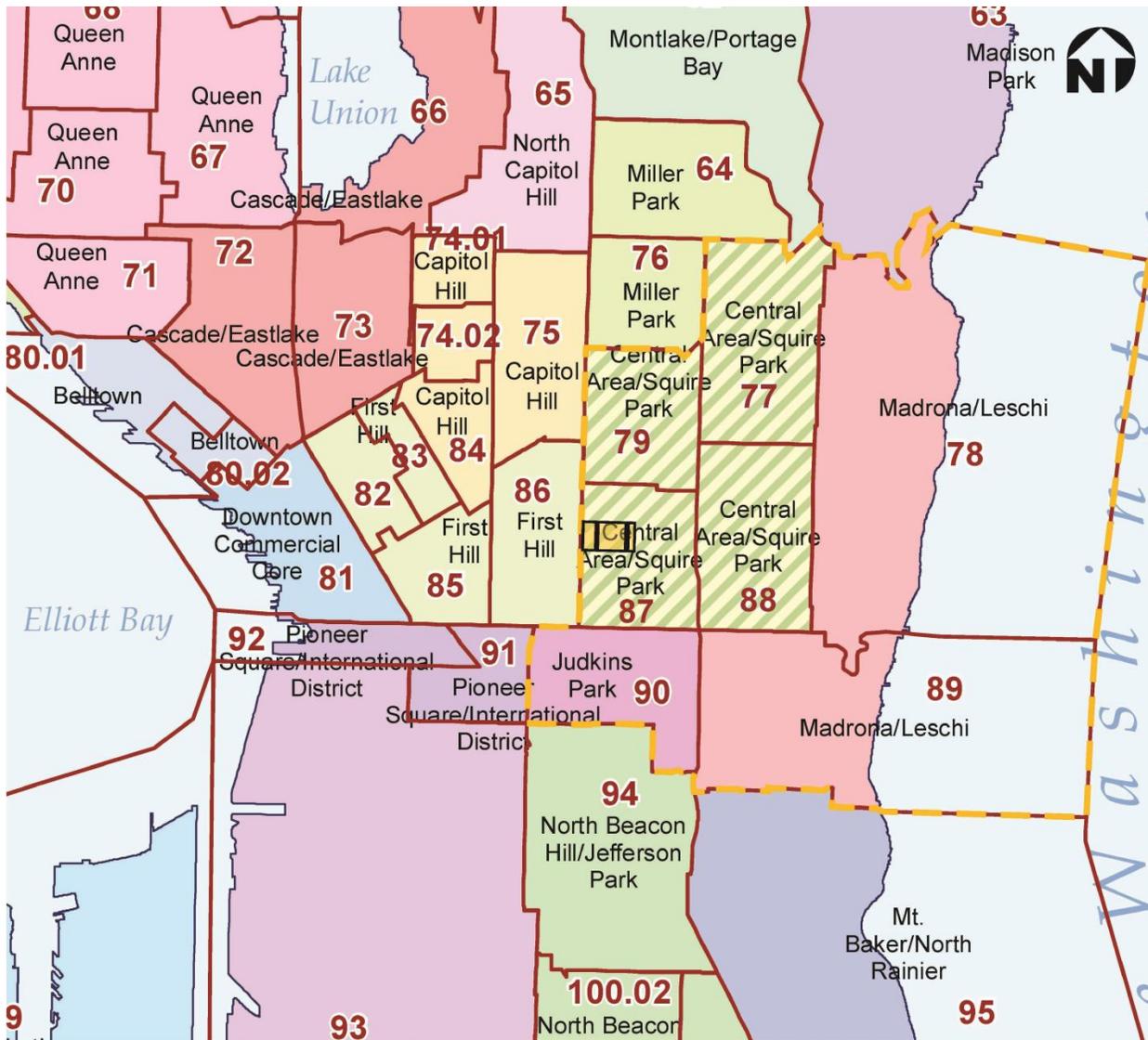
ACS data is used for data related to Census Tract (CT) 87, Central Area/Squire Park Community Reporting Areas (CRAs), Central Neighborhood District, and the City. As shown in Figure 3.5-1, Swedish Cherry Hill is within the Central Area/Squire Park CRA, which is comprised of CTs 77, 79, 87 and 88 (City of Seattle 2010). This CRA's approximate boundaries include 15th Avenue to the west, East Denny Way and East Roy Street to the north, Yesler Way to the south, and 31st Avenue to the east. The larger Central Neighborhood District (comprised of CTs 77, 78, 79, 87, 88, 89 and 90) extends farther east to Lake Washington and farther south to Interstate 90 (I-90). Swedish Cherry Hill is located within CT 87, which is bounded by 15th Avenue to the west, East Marion Street to the north, Yesler Way to the south, and 2nd Avenue to the east.

CRAs were adopted by the City in 2004 as a standard, consistent, citywide geography for reporting purposes. The CRA boundaries were updated for the 2010 Census. There are 53 CRAs derived from census tract geography. The CRAs have been grouped into 13 Neighborhood Districts to approximate the Neighborhood Districts represented on the City Neighborhood Council.

⁶The ACS is a nationwide survey that produces characteristics of the population and housing, similar to the long-form questionnaire used in Census 2000. The data that were collected from the long form sample are now produced from the ACS. The ACS produces these estimates for small areas and small population groups. The ACS is a continuous survey, in which each month a sample of housing unit addresses receives a questionnaire. About 3.5 million addresses are surveyed each year.

The 2010 Census included only one form sent to the entire U.S. population. That form asked only questions similar to those contained in previous census short forms. The 2010 Census provides a basic count of the U.S. population, collecting only the most basic demographic and housing information. Detailed demographic, social, economic, and housing data are no longer collected as part of the decennial census.

The questions that were asked on the 2010 Census are also asked on the ACS questionnaire (US Census 2014).



Source: City of Seattle Department of Planning and Development

- Legend
- Swedish Medical Center Cherry Hill Campus
 - Census tract boundary
 - Central neighborhood district
 - Central Area/Squire Park CRA

Figure 3.5-1
Central Area/Squire Park CRA and Central Neighborhood District

CT 87 and the CRA reflect the most immediate data surrounding Swedish Cherry Hill. The neighborhood district represents a broader view of housing near the campus. Table 3.5-2 compares CT 87, the Central Area/Squire Park CRA, the Central Neighborhood District, and the City characteristics such as population, housing units, and income.

**Table 3.5-2
Population, Housing, and Income Characteristics**

| | CT 87 | Central Area/Squire Park CRA ⁷ | Central Neighborhood District ⁸ | City of Seattle |
|--|---------------|---|--|-----------------|
| Population (% of total Seattle pop.) | 3,831 (0.6%) | 16,725 (2.7%) | 29,698 (4.8%) | 612,916 |
| Housing Units (% of total Seattle units) | 1,899 (0.6%) | 8,757 (2.9%) | 14,991 (4.9%) | 306,694 |
| Occupied Housing Units (% of total housing units) | 1,626 (85.6%) | 8,106 (92.6%) | 13,921 (92.9%) | 285,476 (93.1%) |
| Owner occupied (% of total occupied units in area) | 624 (38.4%) | 3,478 (42.9%) | 6,894 (49.5%) | 135,156 (47.3%) |
| Renter occupied (% of total occupied units in area) | 1,002 (61.6%) | 4,628 (57.1%) | 7,027 (50.5%) | 150,320 (52.7%) |
| Median Household Income | \$54,833 | \$62,780 | \$73,794 | \$63,470 |
| Mean Household Income | \$71,977 | \$81,238 | \$99,285 | \$89,319 |
| Median Household Value | \$404,500 | \$416,725 | \$463,429 | \$441,000 |

Source: U.S. Census Bureau, 2008-2012 ACS 5-year Estimates

The diversity of housing types is indicated in Table 3.5-3 and Figure 3.5-2.

**Table 3.5-3
Housing Units per Structure (estimated)**

| | CT 87 | Central Area/Squire Park CRA | Central Neighborhood District | City of Seattle |
|----------------------------|-------|------------------------------|-------------------------------|-----------------|
| Total Housing Units | 1899 | 8757 | 14991 | 306,694 |
| Units per structure | | | | |
| 1, detached | 652 | 3491 | 6726 | 137,772 |
| 1, attached | 216 | 648 | 1020 | 12,552 |
| 2 units | 149 | 452 | 878 | 9,771 |
| 3-4 units | 201 | 438 | 747 | 12,995 |
| 5-9 units | 99 | 676 | 979 | 19,442 |
| 10-19 units | 195 | 818 | 1067 | 26,160 |
| 20 or more | 387 | 1167 | 1663 | 37,894 |
| 50 or more | n/a | 1027 | 1871 | 48,732 |
| Mobile home | 0 | 40 | 40 | 1,100 |
| Boat, RV, van, etc. | 0 | 0 | 0 | 276 |

Source: U.S. Census Bureau, 2008-2012 ACS 5-year Estimates

⁷ Census Tracts 77, 79, 87 and 88

⁸ Census Tracts 77, 78, 79, 87, 88, 89 and 90

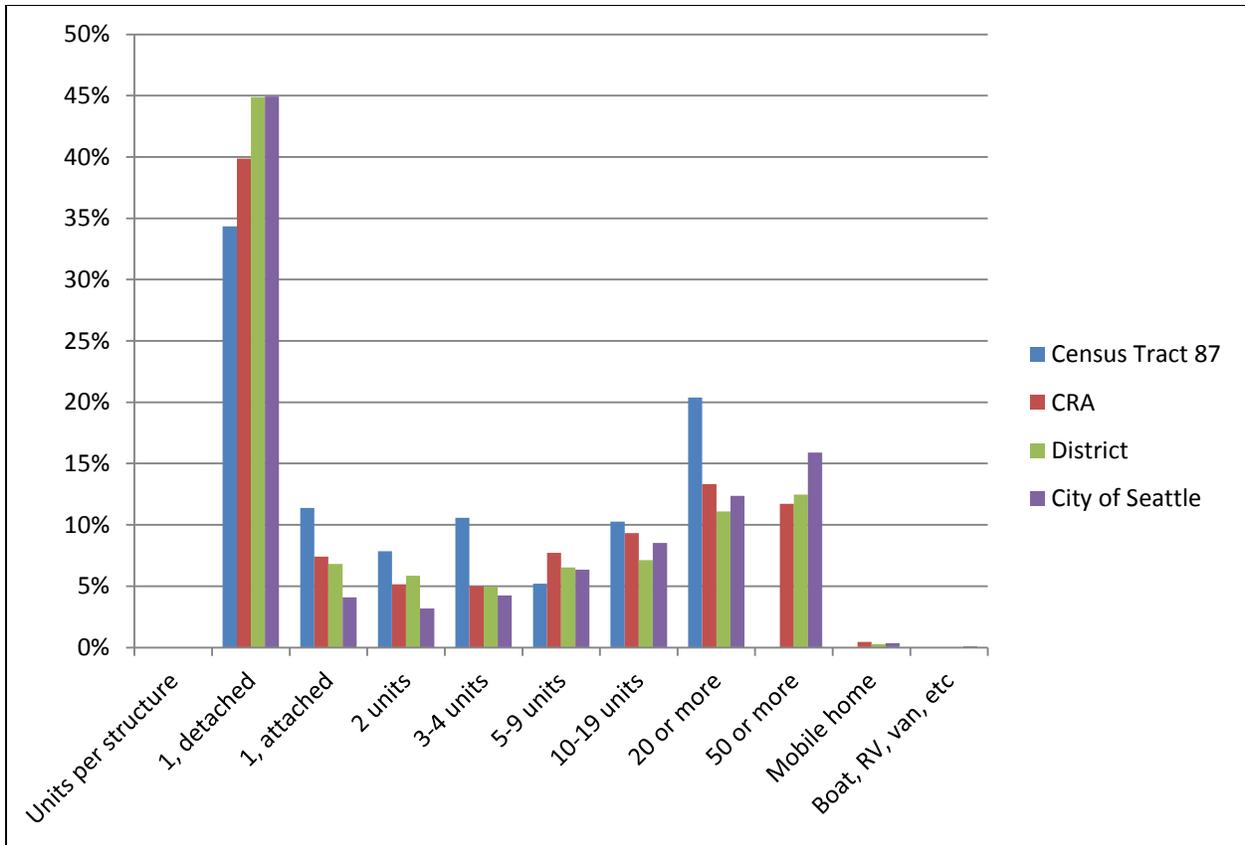


Figure 3.5-2

Percentage of Housing Units per Structure by Geographic Area

The Central Area/Squire Park CRA contains approximately 2.7 percent of Seattle’s population, and approximately 2.9 percent of Seattle’s housing units. The average household size is 2.21 persons for owner-occupied units, and 2.07 persons for renter-occupied units within the Central Area/Squire Park CRA. This is compared to an average household size of 2.33 persons for owner-occupied units, and 1.83 persons for renter-occupied units for all of Seattle.

Within CT 87, in the area immediately surrounding Swedish Cherry Hill, there are a lower percentage of detached, single-family housing units and a higher percentage of attached, single-family; as well as some types of multi-family housing complexes (i.e., those with 19 or fewer units) in comparison to the broader vicinity and the city as a whole.

CT 87 has a lower percentage (38.4 percent) of owner-occupied units compared to city-wide, the Central Neighborhood District, and the CRA. Within the CRA, approximately 42.9 percent of the housing units are owner-occupied, and approximately 57.1 percent are renter-occupied. Within the Central Neighborhood District, approximately 49.5 percent of the housing units are owner-occupied, while approximately 50.5 percent are renter-occupied. City-wide, approximately 47.3 percent of the housing units are owner-occupied and 52.7 percent are renter-occupied.

Other Housing Features in the Vicinity

Yesler Terrace Redevelopment

The Yesler Terrace redevelopment project is within approximately 1/2-mile southwest of the Swedish Cherry Hill campus. The 30-acre property is owned and operated by the Seattle Housing Authority. Redevelopment consists of replacing 561 housing units and the area infrastructure with assisted and market-rate housing, as well as commercial and public space. Up to 5,000 units of housing are planned. Up to 3,199 housing units will be market-rate units, and the balance will serve a range of incomes from 30-80 percent of the Area Median Income (AMI). Construction of the project began in 2013 and will continue through 2016 (SHA 2014).

Seattle University

Housing demand and supply in the vicinity may be influenced by Seattle University located west of Swedish Cherry Hill across 15th Avenue. Seattle University has a total of 7,422 students enrolled in undergraduate and graduate programs (as of fall 2013). There is an on-campus housing capacity for approximately 1,780 students. The remaining students (approximately 5,642) find housing throughout the area (Seattle University 2014).

Owner-Occupied Median Value

Median value for owner-occupied housing units within CT 87 is \$404,500 and \$416,725 in the Squire Park CRA. The median value for owner-occupied housing units within the Central Neighborhood District is \$463,429, substantially higher than the value within the CRA. The median value for owner-occupied housing units in Seattle is \$441,000.⁹

Rental Market

Approximately 61.6 percent and 57.1 percent of the housing in the census tract surrounding Swedish Cherry Hill and Central Area/Squire Park CRA, respectively, is occupied by renters. According to Dupre + Scott data (Tables 3.5-4 through 3.5-10), the Squire Park market area (CTs 77, 79, 87, and 88) had an overall rental market vacancy rate of 2.72 percent in the fall of 2013, compared to 2.91 percent city-wide. The average rent in Squire Park was \$1,343, comparable to the City's average rent of \$1,349. Since 2009, vacancy rates have generally declined and rents increased in both Squire Park and Seattle as a whole. Since spring 2011, the area in the direct vicinity of Swedish Cherry Hill (CT 87), tends to have lower vacancy rates and average rents compared to Squire Park and the City.

Tables 3.5-5 through 3.5-9 provide further details on vacancy and rental rates for studio, one-bedroom, two-bedroom, and three-bedroom units in the various market areas. CT 87 has three studio units in two buildings as of fall 2013. There were no studios in this area prior to fall 2013. The majority (approximately 77 percent) of the units in CT 87 are one-bedroom units.

⁹ Within the MIO, the property at 1522 E Jefferson Street recently sold for \$900,000. Sabey Corporation (17th and James, LLC) purchased the two properties on 18th Avenue for \$1.5 million each. Sabey Corporation is the Registered Agent of 17th and James LLC, a Washington limited liability company.

Vacancy rates for all unit sizes appear to be more volatile in the CT 87 market area; and the rents are notably lower as compared to Squire Park and Seattle.

Table 3.5-4
Rental Market Vacancy and Average Rent: All Units

| Month/Year | CT 87 | | Central Area/ Squire Park CRA | | City of Seattle | |
|-------------|----------------|--------------|----------------------------------|--------------|-----------------|--------------|
| | Market Vacancy | Average Rent | Market Vacancy | Average Rent | Market Vacancy | Average Rent |
| Spring 2008 | 6.76% | \$783 | 5.65% | \$1,120 | 3.05% | \$1,082 |
| Fall 2008 | 2.70% | \$797 | 4.29% | \$1,208 | 3.09% | \$1,122 |
| Spring 2009 | 9.90% | \$827 | 6.43% | \$1,155 | 5.46% | \$1,115 |
| Fall 2009 | 8.91% | \$848 | 7.63% | \$1,082 | 5.80% | \$1,099 |
| Spring 2010 | 4.95% | \$837 | 5.40% | \$1,078 | 5.09% | \$1,083 |
| Fall 2010 | 10.89% | \$827 | 3.86% | \$1,109 | 3.58% | \$1,105 |
| Spring 2011 | 1.35% | \$848 | 3.49% | \$1,075 | 3.38% | \$1,115 |
| Fall 2011 | 2.97% | \$818 | 3.96% | \$1,106 | 3.36% | \$1,165 |
| Spring 2012 | 2.97% | \$863 | 3.06% | \$1,204 | 2.95% | \$1,177 |
| Fall 2012 | 3.96% | \$915 | 1.97% | \$1,263 | 3.02% | \$1,245 |
| Spring 2013 | 1.06% | \$911 | 1.73% | \$1,276 | 2.46% | \$1,298 |
| Fall 2013 | 2.13% | \$921 | 2.72% | \$1,343 | 2.91% | \$1,349 |

Source: © 2014 Dupre + Scott Apartment Advisors, Inc.

Table 3.5-5
Rental Market Vacancy and Average Rent: Studio Units

| Month/Year | CT 87* | | Central Area/ Squire Park CRA | | City of Seattle | |
|-------------|----------------|--------------|----------------------------------|--------------|-----------------|--------------|
| | Market Vacancy | Average Rent | Market Vacancy | Average Rent | Market Vacancy | Average Rent |
| Spring 2008 | n/a | n/a | 5.45% | \$832 | 2.79% | \$861 |
| Fall 2008 | n/a | n/a | 2.96% | \$927 | 2.90% | \$893 |
| Spring 2009 | n/a | n/a | 5.36% | \$925 | 6.05% | \$876 |
| Fall 2009 | n/a | n/a | 8.41% | \$842 | 5.68% | \$845 |
| Spring 2010 | n/a | n/a | 2.80% | \$823 | 5.64% | \$832 |
| Fall 2010 | n/a | n/a | 1.91% | \$877 | 3.81% | \$847 |
| Spring 2011 | n/a | n/a | 1.63% | \$842 | 3.46% | \$852 |
| Fall 2011 | n/a | n/a | 3.85% | \$855 | 3.51% | \$901 |
| Spring 2012 | n/a | n/a | 4.35% | \$921 | 3.09% | \$914 |
| Fall 2012 | n/a | n/a | 1.10% | \$973 | 2.92% | \$965 |
| Spring 2013 | 0.00% | \$803 | 1.92% | \$975 | 2.47% | \$994 |
| Fall 2013 | n/a | n/a | 3.48% | \$1,061 | 3.34% | \$1,057 |

Note: In CT 87, there were only three studio units in two buildings as of fall 2013; none prior to that date.

Source: © 2014 Dupre + Scott Apartment Advisors, Inc.

Source: © 2014 Dupre + Scott Apartment Advisors, Inc.

**Table 3.5-6
Rental Market Vacancy and Average Rent: 1-Bedroom Units**

| Month/Year | CT 87 | | Central Area/ Squire Park CRA | | City of Seattle | |
|-------------|----------------|--------------|----------------------------------|--------------|-----------------|--------------|
| | Market Vacancy | Average Rent | Market Vacancy | Average Rent | Market Vacancy | Average Rent |
| Spring 2008 | 8.20% | \$748 | 4.82% | \$1,036 | 2.89% | \$1,015 |
| Fall 2008 | 3.28% | \$760 | 3.00% | \$1,104 | 2.87% | \$1,058 |
| Spring 2009 | 12.86% | \$761 | 7.87% | \$1,076 | 5.22% | \$1,057 |
| Fall 2009 | 10.00% | \$783 | 7.42% | \$1,063 | 6.11% | \$1,038 |
| Spring 2010 | 5.71% | \$745 | 5.74% | \$1,024 | 4.92% | \$1,022 |
| Fall 2010 | 12.86% | \$754 | 3.96% | \$959 | 3.38% | \$1,045 |
| Spring 2011 | 1.64% | \$820 | 2.13% | \$993 | 3.30% | \$1,056 |
| Fall 2011 | 0.00% | \$762 | 1.04% | \$1,033 | 3.08% | \$1,097 |
| Spring 2012 | 2.86% | \$799 | 3.63% | \$1,088 | 2.98% | \$1,114 |
| Fall 2012 | 4.29% | \$847 | 2.08% | \$1,205 | 2.86% | \$1,172 |
| Spring 2013 | 1.41% | \$820 | 1.37% | \$1,208 | 2.50% | \$1,226 |
| Fall 2013 | 1.39% | \$845 | 1.93% | \$1,269 | 2.78% | \$1,279 |

Note: The majority (approximately 77 percent) of the units in CT 87 are one-bedroom units.
Source: © 2014 Dupre + Scott Apartment Advisors, Inc.

**Table 3.5-7
Rental Market Vacancy and Average Rent: 2-Bedroom/1-Bath Units**

| Month/Year | CT 87 | | Central Area/ Squire Park CRA | | City of Seattle | |
|-------------|----------------|--------------|----------------------------------|--------------|-----------------|--------------|
| | Market Vacancy | Average Rent | Market Vacancy | Average Rent | Market Vacancy | Average Rent |
| Spring 2008 | 8.20% | \$748 | 0.00% | \$1,135 | 2.89% | \$1,109 |
| Fall 2008 | 3.28% | \$760 | 3.45% | \$1,191 | 2.47% | \$1,131 |
| Spring 2009 | 12.86% | \$761 | 2.94% | \$1,029 | 4.92% | \$1,171 |
| Fall 2009 | 10.00% | \$783 | 2.94% | \$1,030 | 5.20% | \$1,155 |
| Spring 2010 | 5.71% | \$745 | 0.00% | \$993 | 5.18% | \$1,132 |
| Fall 2010 | 12.86% | \$754 | 4.00% | \$1,170 | 3.61% | \$1,153 |
| Spring 2011 | 1.64% | \$820 | 1.10% | \$1,129 | 3.62% | \$1,165 |
| Fall 2011 | 0.00% | \$762 | 3.85% | \$1,022 | 3.13% | \$1,230 |
| Spring 2012 | 2.86% | \$799 | 0.94% | \$1,176 | 2.66% | \$1,243 |
| Fall 2012 | 4.29% | \$847 | 1.25% | \$1,140 | 3.13% | \$1,331 |
| Spring 2013 | 1.41% | \$820 | 4.11% | \$1,141 | 2.66% | \$1,410 |
| Fall 2013 | 1.39% | \$845 | 2.74% | \$1,205 | 2.57% | \$1,466 |

Note: Approximately 21 percent of the units in CT 87 are two-bedroom/one-bath units.

**Table 3.5-8
Rental Market Vacancy and Average Rent: 2-Bedroom/2-Bath Units**

| Month/Year | CT 87* | | Central Area/ Squire Park CRA | | City of Seattle | |
|-------------|----------------|--------------|----------------------------------|--------------|-----------------|--------------|
| | Market Vacancy | Average Rent | Market Vacancy | Average Rent | Market Vacancy | Average Rent |
| Spring 2008 | n/a | n/a | 9.74% | \$1,599 | 4.66% | \$1,569 |
| Fall 2008 | n/a | n/a | 9.09% | \$1,654 | 4.99% | \$1,619 |
| Spring 2009 | n/a | n/a | 7.14% | \$1,603 | 6.76% | \$1,611 |
| Fall 2009 | n/a | n/a | 11.45% | \$1,462 | 6.27% | \$1,608 |
| Spring 2010 | n/a | n/a | 11.45% | \$1,469 | 5.46% | \$1,606 |
| Fall 2010 | n/a | n/a | 5.42% | \$1,501 | 4.35% | \$1,639 |
| Spring 2011 | n/a | n/a | 11.45% | \$1,399 | 3.77% | \$1,671 |
| Fall 2011 | n/a | n/a | 13.01% | \$1,514 | 5.05% | \$1,739 |
| Spring 2012 | n/a | n/a | 2.41% | \$1,613 | 3.36% | \$1,735 |
| Fall 2012 | n/a | n/a | 3.09% | \$1,653 | 4.19% | \$1,806 |
| Spring 2013 | n/a | n/a | 1.41% | \$1,727 | 2.42% | \$1,908 |
| Fall 2013 | n/a | n/a | 4.60% | \$1,895 | 3.50% | \$1,958 |

Note: There are no two-bedroom/two-bath units in CT 87.
Source: © 2014 Dupre + Scott Apartment Advisors, Inc.

**Table 3.5-9
Rental Market Vacancy and Average Rent: 3-Bedroom/2-Bath Units**

| Month/Year | CT 87* | | Central Area/ Squire Park CRA | | City of Seattle | |
|-------------|----------------|--------------|----------------------------------|--------------|-----------------|--------------|
| | Market Vacancy | Average Rent | Market Vacancy | Average Rent | Market Vacancy | Average Rent |
| Spring 2008 | n/a | n/a | 0.00% | \$2,208 | 3.79% | \$1,731 |
| Fall 2008 | n/a | n/a | 0.00% | \$2,286 | 5.77% | \$1,849 |
| Spring 2009 | n/a | n/a | 0.00% | \$1,530 | 4.00% | \$1,846 |
| Fall 2009 | n/a | n/a | 9.09% | \$1,503 | 3.66% | \$1,857 |
| Spring 2010 | n/a | n/a | 9.09% | \$1,646 | 3.59% | \$1,839 |
| Fall 2010 | n/a | n/a | 13.64% | \$1,508 | 4.37% | \$1,835 |
| Spring 2011 | n/a | n/a | 0.00% | \$1,636 | 3.60% | \$1,905 |
| Fall 2011 | n/a | n/a | 8.33% | \$1,732 | 3.55% | \$1,917 |
| Spring 2012 | n/a | n/a | 6.25% | \$1,728 | 1.80% | \$2,001 |
| Fall 2012 | n/a | n/a | 0.00% | \$1,820 | 2.45% | \$2,056 |
| Spring 2013 | n/a | n/a | 7.69% | \$1,912 | 1.40% | \$2,090 |
| Fall 2013 | n/a | n/a | 0.00% | \$1,965 | 2.79% | \$2,310 |

Note: There are no three-bedroom/two-bath units in CT 87.
Source: © 2014 Dupre + Scott Apartment Advisors, Inc.

Rental Affordability

According to the U.S. Department of Housing and Urban Development (HUD), households that pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

Table 3.5-10 shows that the city’s rental housing is generally not affordable (renters pay over 30 percent of their income). CT 87 has 48.9 percent of households in renter-occupied units that pay over 30 percent of their household income for rent. City-wide, 47.3 percent of households in renter-occupied units pay over 30 percent of the household income for rent.

**Table 3.5-10
Gross Rent as a Percentage of Household Income 2008-2012 ACS; 5-year Estimates**

| Renter-occupied housing units | CT 87 | Central/Squire Park CRA | Central Neighborhood District | Seattle |
|-------------------------------|-------|-------------------------|-------------------------------|---------|
| Less than 15% | 12.0% | 11.9% | 12.9% | 12.1% |
| 15 to 19.9% | 6.1% | 12.2% | 11.7% | 13.4% |
| 20 to 24.9% | 11.6% | 15.2% | 13.8% | 14.5% |
| 25 to 29.9% | 21.5% | 16.1% | 13.9% | 12.7% |
| 30 to 34.5% | 16.3% | 10.3% | 10.1% | 9.1% |
| 35% or more | 32.6% | 34.3% | 37.7% | 38.2% |
| Over 30% | 48.9% | 44.6% | 47.8% | 47.3% |
| Not computed | n/a | n/a | n/a | n/a |

Source: U.S. Census Bureau, 2008-2012 ACS

Hotel Availability

Swedish has a 29-room hotel on its campus (Inn at Cherry Hill) that offers nearby accommodations to patient visitors, patients arriving the day before a procedure, or patients who may want to stay 1 to 2 days after a procedure. There are other hotels within 1 to 2 miles of the campus that offer a price range in accommodations, including the Silver Cloud Hotel at 1100 Broadway, the Inn at Virginia Mason at 1006 Spring Street, the Sorrento Hotel at 900 Madison Street, and other hotels in downtown Seattle.

3.5.3 Impacts

The constructions impacts are discussed in Section 3.9. The following is a discussion of housing impacts from implementation and operation of the MIMP.

3.5.3.1 Alternative 1 – No Build

In 2012, there were 165 hospital-based doctors, 115 staff doctors, and 2,123 other employees present during normal weekday daytime hours. With Alternative 1 – No Build, staffing and patient levels would minimally increase over current levels. Housing needs relative to this increase would be a small percentage of the area’s housing stock.

Swedish Cherry Hill would continue to provide hotel accommodations at the Inn at Cherry Hill for families and patients awaiting care. The Inn currently has 29 rooms.

3.5.3.2 Alternatives 8, 11, and 12

With Alternatives 8, 11, and 12, staffing and patient levels would increase over current levels. The number of hospital based doctors would increase from 165 (year 2012) to 410 at full build out of Alternative 8, or 385 at full build out of Alternative 11 and 12. Staff doctors would increase from 115 (year 2012) to 155 at full build out of any of the three Build Alternatives. Other staff present during peak hours would increase from 2,123 to a range of 4,154 (Alternatives 11 and 12) to 4,246 (Alternative 8). These staffing increases would occur incrementally over the next 30 years as new projects are developed. Housing needs relative to these increases are expected to continue to be a small percentage of the area's housing stock.

Since there are no occupied housing units within the MIO boundary, there would be no direct impacts to housing or displacement of residents. Implementation of the MIMP would require demolition of two vacant residential structures on 18th Avenue and permanently remove these units and the rest of the east side of the campus from the potential future housing stock.

Implementation of the proposed MIMP would not affect the house located at 1522 E Jefferson Street as the property is not owned by Swedish or Sabey and there are no plans within the proposed MIMP to redevelop the site.

Swedish is proposing to increase the size of the long-term care facility. The current size of the nursing home is 43,000 gross SF and contains 99 beds. With Alternative 8, Swedish would increase the overall size to a total of 220,000 gross SF, and would include approximately 220 beds. With Alternative 11 and 12, the total size would be 93,000 gross SF, and would include approximately 149 beds.

Swedish is proposing to expand the hotel accommodations for families and patients awaiting care at the patient family hotel. Alternative 8 would increase the square-footage of the hotel from 12,500 gross SF to 80,000 gross SF, and provide 80 rooms. Alternative 11 and 12 would increase the square-footage of the hotel to 40,000 gross SF, and provide 40 rooms.

3.5.4 Mitigation Measures

No mitigation is proposed as there are no direct impacts to housing.

3.5.5 Secondary and Cumulative Impacts

If one of the Build Alternatives were selected, there would be a greater need for permanent housing within the City due to the increased employment on the Swedish Cherry Hill campus. Patient visitors and families may increase demand for hotel rooms in the area. It is possible that increases in employment associated with redevelopment of the campus could result in an increased demand for housing in the vicinity. It is likely that permanent housing demand would be dispersed throughout the region.

Swedish has included a "Residential Pilot Program" in their TMP. It is described as "*Partner with local apartment and condo building owners to explore partnership with employees who choose to live close to campus.*" The goal of the TMP is to reduce the percentage of people who

drive alone to the Cherry Hill Campus and Swedish is exploring ways of increasing the number of staff who could walk or bike to work instead of driving. Depending on the level of incentive and the number of staff involved, this could have a secondary effect of increasing the housing demand in the Squire Park neighborhood, and potentially increasing rental or sale prices. Redevelopment of the eastern portion of the campus (the half-block within the existing MIO between 18th and 19th Avenues between E Jefferson and E Cherry Streets) for hospital-related uses would permanently remove approximately 1.75 acres of land area from available supply¹⁰ that could be redeveloped for residential uses in the future.

3.5.6 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

¹⁰ The total square-footage of the underlying parcels is 76,401 SF. The underlying zoning (MIO-37-SF-5000) could accommodate from 10 to 15 single-family lots: 10 lots if the existing structures were to remain and the undeveloped area used as parking (50,801 SF) were developed; up to 13 lots if the total area were redeveloped for single-family housing (King County Recorder's Office 2014 and City of Seattle 2014).

3.6 Historic Resources

This section of the Final EIS describes existing historic resources in the Swedish Medical Center/Cherry Hill MIO boundary area and historic structures in the general vicinity of the campus; and analyzes potential impacts that could result from development of the proposed MIMP or alternatives.

3.6.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the historic resources analysis. Relevant policies from SMC 25.05.675 are provided below.

3.6.1.1 Historic Preservation Policies

- a. *It is the City's policy to maintain and preserve significant historic sites and structures and to provide the opportunity for analysis of archaeological sites.*
- b. *For projects involving structures or sites that have been designated as historic landmarks, compliance with the Landmarks Preservation Ordinance 25.12 shall constitute compliance with the policy set forth in subsection (a.) above.*
- c. *For projects involving structures or sites that are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decision maker, or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration. If the Board approves the site or structure for Nomination as an historic landmark, consideration of the site or structure for designation as an historic landmark and application of controls and incentives shall proceed as provided by the Landmarks Preservation Ordinance 25.12. If the resource is rejected for Nomination, the project shall not be conditioned or denied for historical preservation purposes, except pursuant to paragraphs d. or e. of this subsection.*
- d. *When a project is proposed adjacent to or across the street from a designated site or structure, the decision maker shall refer the proposal to the City's Historic Preservation Officer for an assessment of any adverse impacts on the designated landmark and for comments on possible mitigating measures. Mitigation may be required to insure the compatibility of the proposed project with the color, material and architectural character of the designated landmark and to reduce impacts on the character of the landmark's site. Subject to the Overview Policy set forth in SMC Section 25.05.665, mitigating measures may be required and are limited to the following:*
 - i. *Sympathetic façade treatment;*
 - ii. *Sympathetic street treatment;*
 - iii. *Sympathetic design treatment; and*
 - iv. *Reconfiguration of the project and/or relocation of the project on the project site; provided that mitigating measures shall not include reductions in a project's gross floor area.*
- e. *On sites with potential archaeological significance, the decision maker may require an assessment of the archaeological potential of the site. Subject to the*

criteria of the Overview Policy set forth in SMC Section 25.05.665, mitigating measures which may be required to mitigate adverse impacts to an archaeological site include, but are not limited to:

- i. Relocation of the project on the site;*
- ii. Providing markers, plaques, or recognition of discovery;*
- iii. Imposing a delay of as much as ninety (90) days (or more than ninety (90) days for extraordinary circumstances) to allow archaeological artifacts and information to be analyzed; and*
- iv. Excavation and recovery of artifacts.*

3.6.1.2 Regulatory Framework

Seattle's SEPA polices are outlined in SMC 25.05; with regard to historic buildings, SMC 25.05.675 notes that the City protects historic resources through the Landmarks Preservation Ordinance (Ordinance #106348), as administered by the Landmarks Preservation Board.

Since 1973, Seattle has designated more than 350 individual sites, buildings, vehicles, vessels, and street clocks as City Landmarks. An object, site, or improvement (i.e., resource) which is more than 25 years old may be designated for preservation as a landmark site or landmark if it has significant character, interest, or value as part of the development; heritage or cultural characteristics of the City, state, or nation; if it has integrity or the ability to convey its significance; and the City's Landmarks Preservation Board determines that it satisfies one or more of the following criteria:

- It is the location of or is associated in a significant way with an historic event with a significant effect upon the community, city, state, or nation.
- It is associated in a significant way with the life of a person important in the history of the city, state, or nation.
- It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, city, state or nation.
- It embodies the distinctive visible characteristics of an architectural style, period, or a method of construction.
- It is an outstanding work of a designer or builder.
- Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or City.

The Landmarks Ordinance further stipulates that a Certificate of Approval (COA) must be obtained from the City's Landmarks Preservation Board before alterations or significant changes may be made to specific features or characteristics of a City Landmark, which have been identified in the approved nomination, the Landmarks Preservation Board's report on designation, or subject to control in a Controls and Incentives Agreement as identified in the associated City designation ordinance.

In February 2014, DPD and the DON, which administers the City's Historic Preservation Program, updated and amended their inter-local agreement relating to the review of potential historic resources during the environmental review process of a project. The environmental review threshold of non-residential projects is 12,000 gross SF for projects that have an underlying zoning of commercial, manufacturing, or industrial zoning classification of C1, C2, Seattle Mixed (SM), or Industrial; and 4,000 gross SF for non-residential projects in all other zones. The environmental review threshold for residential projects is: 4 dwelling units in gross SF, RSL, LR1, NC1, NC2, NC3, C1, C2, and Industrial zones; 6 dwelling units in the LR2 zone; 8 dwelling units in the LR3 zone; and 20 dwelling units in MR, HR, SM, and Downtown zones.

This process pertains to designated City Landmarks, as well as those resources that are potentially eligible for designation as City Landmarks. If a resource is more than 50 years old; public comment suggests that it is potentially eligible for designation; it has been previously identified by a historic resources inventory; the resource is not currently a designated City Landmark; or it is presently undergoing evaluation by the City's Landmarks Preservation Board; an analysis of the resource's eligibility for designation (referred to as a "SEPA Appendix A," or an "Appendix A," submittal) is required to be filed with DPD at the time of the MUP Application that proposes to modify or replace the resource.

In general, the referral "SEPA Appendix A," contains information regarding the building design and construction, the architect, builder, and noteworthy events that may have occurred at a site. Based on this and supplemental information, the Historic Preservation Officer determines if the building appears to meet any of the criteria for landmarks designation.

DPD transmits the project "SEPA Appendix A" to DON's Historic Preservation Program, for the City's Preservation Officer's (CHPO). The CHPO may request additional information, or reply that the resource appears to either meet or not meet designation criteria. If the CHPO indicates that the resource is potentially eligible for designation, a Landmark Nomination must be prepared for review by the City's Landmarks Preservation Board.

In addition to the City's Landmark program, properties may also be eligible for listing in the National Register of Historic Places or by the State of Washington in the Washington Heritage Register.

The National Register of Historic Places (NHRP) is administered by the National Park Service and is the official federal list of districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, engineering and culture. To be eligible for listing in the National Register, a property must have integrity, which is the "ability of a property to convey its significance," and must meet at least one of four possible criteria related to significant events in history, association with the lives of significant persons, embodiment of distinctive characteristics, or yield information important in prehistory or history.

The Washington Heritage Register is an official listing of historically significant sites and properties within the State. The Washington State Department of Archaeology and Historic

Preservation (DAHP) maintains this list. Properties that are listed in the federal NRHP are automatically included in the Washington Heritage Register.

3.6.2 Affected Environment

3.6.2.1 Squire Park Neighborhood

The Swedish Cherry Hill Medical Center Scoping Document, June 2013, indicated that historic resources in the Squire Park Neighborhood should be addressed. The Swedish Cherry Hill campus is located within Seattle's Squire Park neighborhood, an area that was initially developed in the 1880s and 1890s. Squire Park is defined in this analysis as the area bordered by East Union Street on the north, 23rd Avenue on the east, South Jackson Street on the south, and 12th Avenue on the west.

The Squire Park Neighborhood, located within Seattle's greater Central Area, is named after the plat centrally located between 12th Avenue and 20th Avenue, with East Cherry Street as its northern border and a line 1-block deep, south of East Alder Street. Watson O. Squire (1838 to 1926), a munitions dealer, and his wife Ida, the granddaughter of the founder of the Remington Arms Company, filed the Squire Park Addition, originally a portion of the Carson D. Boren Donation Land Claim, on November 11, 1890. The Walla Walla plat lies to the east, also filed in 1890. The Renton's Addition, filed in 1889, makes up the northeastern corner of the neighborhood, and H.L. Yesler's 1st Addition abuts the Squire Park Addition on the south. The 40-block Edes and Knight Addition, where the Swedish Cherry Hill campus is located, lies to the north and west of the Squire Park addition. Originally filed in 1870, it is considered one of the city's earliest large plats (re-platted in 1890).

There were approximately 400 plats filed outside of Seattle's central business district in the 2 years following the Great Fire of 1889. New regulations required all new buildings in the downtown core to be of fireproof construction, forcing wood-frame residential building outward to new suburban neighborhoods, where newly platted lots quickly filled with new homes financed by banks and investors capitalizing on the boom following the fire. Cable car and streetcar lines were built to both serve and generate interest in these new neighborhoods. Within 12 months of the completion of the Yesler Way cable car line to Lake Washington in 1888, approximately 1,569 homes were built within 3 blocks of the cable car line. In 1890, another cable car line was constructed along Madison Street to Madison Park, generating additional construction in the northern portion of the neighborhood. By 1896, another line was completed running from downtown via James and Jefferson Streets (Sheridan 2009).

Squire Park and the larger Central Area developed into a diverse residential neighborhood, becoming the home to many racial and ethnic minorities over the years, including African Americans, Japanese, Filipino, and Jewish populations.

African-American pioneer George Grose purchased a 12-acre tract east of 23rd Street and south of Madison Street from Henry Yesler in 1882, and moved to his former ranch in 1891, after the destruction of his hotel and saloon in the Great Fire of 1889 (Mumford 1980). Other African-

American settlers followed after Grose, and soon African-American residences and businesses were located south along 23rd Avenue between Yesler Way and East Roy Street (Schmid 1944). By 1900, the East Madison area became known as the “colored colony” (Mumford 1980). To better serve its members, the African Methodist Church moved to 14th and Pine, and the Mt. Zion Baptist Church relocated to 19th Avenue and East Madison (Schmid 1944). The African-American population remained relatively small in Seattle, not exceeding 4,000, until the demand for military/industrial workers during World War II attracted many workers from the East and South, many of whom were African-Americans (Schmid 1944). At that time the Central Area was one of the few locations where African-American residents could purchase property and avoid hostility from neighbors. The Central Area, including Squire Park, has been particularly associated with the African-American community from the mid-20th century to the present.

Much of the Central Area was also predominantly Jewish before World War I, and numerous institutional buildings from this period remain near Squire Park. These include the Congregation Bikur Cholim (1912 to 1915, B. Marcus Priteca, altered, now Langston Hughes Cultural Center, City Landmark) at the southwestern corner of East Yesler Way and 18th Avenue; the Herzl Congregation (1956, F. Edward Cushman, altered, now Odessa Brown Children’s Clinic) at the southeastern corner of East Yesler Way and 21st Avenue; and Temple de Hirsch (1906 to 2008, Julian Everett, demolished) between East Pike and East Union Streets and between 15th and 16th Avenues. Although the original synagogue Temple de Hirsch was demolished, the existing synagogue and school continues to serve the Jewish community; after World War II, many in the Jewish community moved outside the Central District and established new synagogues in Seward Park, Mercer Island, and Bellevue (Sheridan 2009).

A substantial Japanese community also developed several blocks to the southwest of Squire Park near the vicinity of Yesler Way and Rainier Avenue South, becoming known as “Japan Town.” The Mary Knoll sisters established Our Lady Queen of Martyrs parish in 1925, and by that time had a church, a school, and an orphanage for Japanese and Filipino Catholic children. Japanese-Americans also owned many businesses near and along Yesler Way and located a number of important institutions in this area. Following the internment of Japanese-Americans during World War II, relatively few Japanese returned to the area and the Our Lady Queen of Martyrs parish was closed in 1953.

T.T. Minor School (1890, Saunders and Houghton) was the first public school serving the area, constructed just north of the Squire Park Neighborhood on East Union Street between 16th and 18th Streets. The school was expanded in 1893 to ease overcrowding. The building was demolished in 1940, and replaced by a new 1-story concrete and brick masonry building (1940, Naramore, Bain, Brady & Johanson). By 1970, prior to the Seattle School Districts voluntary racial transfer program, 70 percent of the student population was African-American. The school continues to serve the community as a K-4 school (Thompson and Marr 2002). The second public school serving the area was Pacific School (1893), which opened in 1893, across 12th Avenue between Jefferson and John Streets at the western edge of Squire Park. By 1901, the school had more than 700 students, attesting to the rapid growth of the

neighborhood. The building was determined to be unsafe and was closed in 1976, and demolished by Seattle University for use as an athletic field (Thompson and Marr 2002).

In 1890, the Society of Jesus (the Jesuits) purchased nine lots at southeast corner of Broadway and East Madison Street, 3 blocks west of Squire Park for use as a Jesuit school (HistoryLink.org 2001a). In 1892, the parish and school of the Immaculate Conception were established, and later that year some classes were held at their new campus in the former home of the Woman's Christian Temperance Union (HistoryLink.org 1999). The School's first new permanent building, (1894, John Parkinson, now Garrard Hall) was consecrated on December 8, 1894, and the School reincorporated as Seattle College in 1898 (HistoryLink.org 1999). The College relocated to Interlaken in 1919 (now Seattle Preparatory School), but returned to First Hill in 1931 (HistoryLink.org 1999). Enrollment increased during and after World War II, and the College expanded its campus by acquiring nearby properties. Seattle College was reincorporated as Seattle University in 1948 (HistoryLink.org 2001b). The University began an eventual process of converting its acquired properties to educational uses, creating a connected campus centered between Madison and Jefferson Streets, from Broadway to 12th Avenue (Sheridan 2009). In 1971, the campus expanded into the boundaries of the Squire Park Neighborhood with a gymnasium (presently known as the Connelly Center) on the eastern side of 14th Avenue between East Cherry and East Jefferson Streets. Seattle University has continued to expand its ownership interests to other properties east of 12th Avenue (Sheridan 2009).

In 1906, the Immaculate Conception parish completed the Italianate Church of the Immaculate Conception (a City Landmark) in the Squire Park Neighborhood at the southeastern corner of East Marion Street and 18th Avenue. The parish later completed a school building (1910, Beezer Brothers), and rectory (1914, Beezer Brothers) on the same block, south of the church (Wilma 2001). In 1941, the City completed a large public housing project called Yesler Terrace on a 22-acre site near the southwestern edge of Squire Park. Funded by then President Franklin Roosevelt's New Deal Legislation, the Seattle Housing Authority constructed 700 housing units on what was considered a blighted area within Henry Yesler's original Donation Land Claim. The Authority is presently redeveloping the project to provide enhanced affordable housing.

A significant commercial and light-industrial district developed on the western side of the Squire Park neighborhood in the vicinity of 12th Avenue and East Cherry Street between the early 1900s, and into the 1950s. The western areas of Squire Park (blocks 7 through 10), just east of 12th Avenue, were re-platted several years ago to form smaller blocks. The re-platting allowed more intense development and re-development. This commercial area is thriving today due to the dramatic growth of Seattle University in recent years (Sheridan 2009).

The King County Youth Service Center, that includes juvenile court, is located in the southern portion of the Squire Park Neighborhood, occupying 6 acres between 12th and 14th Avenues at East Alder Street. The building was constructed in 1951, and has been expanded and remodeled several times since its construction.

After World War II, booming development in the suburbs surrounding Seattle drew the middle-class population away from the Central Area and Squire Park. Lower middle-class and elderly populations remained in the Central Area. The area suffered from blight and disinvestment until the early 1990s, when the technology boom and a rising population in the City caused more middle-class populations to move back to the Central Area. This transformation of the Central Area and Squire Park continues today, marked by general economic prosperity, community efforts, and greater investment in housing and businesses in the area (Sheridan 2009).

The Squire Park Neighborhood, as one of Seattle's earliest residential neighborhoods, presently contains 10 designated City Landmarks, including the original 1910 Providence Hospital:

- Seattle Fire Station #6, 101 23rd Avenue
- Congregation Bikur Cholem/Langston Hughes Center, 104 17th Avenue
- Washington Hall, 153 14th Avenue
- Providence Hospital/James Tower, 521 17th Avenue
- Coca-Cola Bottling Company, 711 14th Avenue
- Seattle Fire Station #23/Center Stone, 722 18th Avenue
- Immaculate Conception Church, 820 18th Avenue
- Victorian House, 1414 South Washington Street
- George Washington Carmack House, 1522 East Jefferson Street
- Yesler Houses/Prevost Dr. Houses, 103, 107, and 109 23rd Avenue

Three properties within the neighborhood are listed in the National Register of Historic Places. They are also designated City Landmarks:

- Washington Hall, 153 14th Avenue
- Seattle Fire Station #23/Center Stone, 722 18th Avenue
- Yesler Houses/Prevost Dr. Houses, 103, 107, and 109 23rd Avenue

Three additional properties or sites have also been identified in the Washington State DAHP's statewide database as possibly being eligible for listing in the NHRP:

- YWCA King County, 301 23rd Avenue
- Residence, 1311 Spruce Street
- Spruce Park Apartments, 1901 East Fir Street

In 2000, the City began a systematic and comprehensive effort to survey and inventory historic resources in the City. To date, surveys and inventories of eight neighborhoods have been completed as well as neighborhood commercial districts and residential properties built prior to 1906. Although a comprehensive survey of the Squire Park Neighborhood has not yet been completed, residential buildings built prior to 1906, and commercial properties within the neighborhood have been surveyed, with approximately 250 properties and sites identified by surveyors employed by the City as being potentially eligible for Designation as City Landmarks.

Approximately 20 additional properties were identified during the preparation of this report, but have not been added to the City of Seattle’s database of potential historic resources. See Figure 3.6–1 for the location of the designated historic buildings or identified potential historic resources within the Squire Park Neighborhood.

3.6.2.2 Swedish Cherry Hill Campus

Initial Development

The major institution within the Squire Park Neighborhood continues to be Providence Hospital (1907 to 2012, Somervell & Cote, altered, City Landmark) now known as Swedish Cherry Hill. The Sisters of Providence, originally led in the Northwest by Mother Joseph (1823 to 1902) purchased a full block in the Squire Park neighborhood in 1906, relocating their operation from their original hospital location, which stood on the block between Spring and Madison Streets, and 5th and 6th Avenues. The new hospital in Squire Park was designed by architects Somervell & Coté, cost approximately \$750,000, and opened in 1910 (BOLA 2002).

Providence Hospital was one of the first hospitals in the country to be approved by the American College of Surgeons for intern and residence training, and soon began an affiliation with Seattle University developing an accredited School of Nursing. The hospital also developed a recognized School of Medical Record Librarianship, X-ray Technology, and Medical Technology (BOLA 2002).

Original Hospital and Central Utility Plant Building (1909-1910)

The original 1910 hospital campus included the hospital building, a 6-story Classical Revival style reinforced concrete building with brick masonry cladding and comprised of approximately 220,000 gross SF. The Central Utility Plant Building was located on the eastern side of the site facing 18th Avenue with its main entrance centrally located between East Jefferson and East Cherry Streets.

The 2-story Central Utility Plant (also known as “Boiler Building”), measuring approximately 88 feet east to west and 82 feet north to south, was constructed with a similar aesthetic to the hospital and constructed around the same time on the southeastern corner of the block. It originally housed the hospital laundry and steam plant and featured a 156-foot-tall smoke stack (reconstructed in 2003, after the 2001 Nisqually Earthquake).

In the late 1920s, solarium additions designed by architect John Graham, Sr. were added to the northern and southern ends of the main corridor. The southern solarium remains a feature of the building.

In 1929, internal changes were made to lower floors of the original hospital to accommodate a bakery, kitchen, and dining areas. Additional mechanical, plumbing, and electrical upgrades were made over the years, as the hospital attempted to stay abreast of medical advancements. Other internal changes included updating laboratories, and additional office and conference room spaces.

In the mid-1960s, the hospital's primary entrance sequence was shifted from the eastern primary façade to the west when the site was re-graded to allow direct automobile access to a new western entry addition accessed from driveways off of 17th Avenue. By the late 1960s, three brick-faced stair towers were added to the original hospital's eastern primary façade. By 2003, the interior of the original 1910 hospital building had little original fabric remaining with a suspended ceiling with florescent lighting, vinyl flooring, and composite wall panels. In the opinion of the Seattle Landmarks Preservation Board, however, the original 1910 hospital building and the 1927 solarium retained sufficient physical integrity to convey its historic significance and met at least one of the six landmark criterion, and the building was designated a City Landmark in 2003.

The building received extensive interior upgrades in 2005, which were approved by the Landmarks Preservation Board by issuance of a COA.

Later Development of the Hospital Campus

The Annex (1920)

The 2-story brick masonry clad 8,420 gross SF modern-style building, originally known as the Annex, was constructed around 1920, to the west of the Central Utility Plant and fronting East Jefferson Street. The building measures approximately 102 feet east to west and 42 feet north to south. The building originally contained large sewing and linen rooms on the main floor and second the floor was dedicated to residential use.

Providence Hall (1927-29, demolished)

A 5-story residence for nurses was constructed between 1927 and 1929, at the northeastern corner of the original block. The East Tower replaced it in the late 1980s.

17th Avenue and East James Street Vacation

Providence Hospital obtained all properties between 16th and 17th Avenues and between East Jefferson and East Cherry Streets between the 1960s and 1980s for hospital campus expansion. This allowed for street vacations on a stub of James Street running westward from 17th Avenue in 1977; and on 17th Avenue in 1989. Presently, the entire area contained between 16th and 17th Avenues and between East Jefferson and East Cherry Streets is one aggregated parcel.

West Nursing Tower (1964-66)

The 6-story brick masonry-clad reinforced-concrete West Nursing Tower, measuring approximately 80 feet east to west and 100 feet north to south, was constructed between 1964 and 1966 on the vacated 17th Street right-of-way fronting East Cherry Street. The building presently connects to the East Tower near its southeastern corner on levels one through six.

Center Building (1964-88, 2008)

The reinforced-concrete Center Building was completed by phases between 1964 and 1988, with a 2008 addition. It is a 4-story building running east to west from the western side of the original 1910 hospital building, nearly to the 16th Avenue right-of-way. The Center Building presently serves as the campus's main entry—visitors and patients arriving by car or on foot

enter by way of a north to south sidewalk entering through an open steel structure with a space frame and glazed panel canopy. Internal corridors link the Center Building lobby to the main north-to-south corridor of the 1910 Building. Additionally, two sky-bridges provide links from the Center Building to other structures in the campus, with one leading westward to the Parking Garage across 16th Avenue, and another leading southward to the 1600 Jefferson/Medical Tower Building.

Cherry Hill Professional Building (1975)

The 4-story reinforced-concrete professional office building was constructed at the northwestern corner of the expanded site. The building is oriented north to south with its primary exterior entry off 16th Avenue. It is internally linked to the Center Building and the 1977 Surgery Addition.

Surgery Addition (1977)

A 1-story Surgery Addition was constructed in 1977 between the Cherry Hill Professional Building and the West Tower and adjoining the Center Building. The building is connected internally with its adjoining neighbors.

West Parking Garages (1977, 1981), and West Parking Garage Expansion (2009)

Campus parking is provided in three reinforced-concrete frame multi-story garages constructed in three phases and located on campus property, taking up the majority of a city block bordered by 15th and 16th Avenues and between East Jefferson and East Cherry Streets. The garage is connected to the Center Building and main entry to the hospital complex by an enclosed sky-bridge over the 16th Avenue, midway between East Jefferson and East Cherry Streets.

Jefferson Tower (1987)

An 8-story reinforced-concrete tower was constructed on the southwestern corner of the expanded hospital campus in 1987, housing a gift shop and café at street level and clinics and doctors' offices above. The building's primary southern façade fronts East Jefferson Street. A glazed sky-bridge connects it to the Central Building to the north.

East Tower (1989)

The 6-story reinforced-concrete East Tower replaced the Providence Hall in 1989. Clad with a combination of brick masonry veneer, and metal and glass panels, the Post-modern style building was designed as an addition to the original hospital, and therefore enclosed a large portion of the original building's northern wing. Several floor levels are linked internally in a continuous fashion by corridors. A large vehicle entry and service dock is located at grade level on the eastern side of the East Tower.

Plaza (2008)

This parking garage with a rooftop plaza was constructed in 2008 immediately south of the Center Building.

Northwest Kidney Center (2009)

The 3-story building is located at the northwestern corner of the existing hospital campus. It houses a community dialysis center, special care unit, and training areas for home hemodialysis and peritoneal dialysis.

See Figure 2-2 in the Project Description of this EIS for building locations.

3.6.2.3 Current MIO Boundary

The area defined by the current MIO boundary is defined by East Jefferson and East Cherry Streets on the south and north, and between 15th Avenue on the west and a half-block east of 18th Avenue on the east. The MIO is presently comprised of 12 medical buildings including parking garages; the former Hope Heart Institute building; two vacant residential buildings (all owned by Providence Health Care LLC, Sabey Corporation, or entities controlled by Sabey Corporation); the Seattle Medical and Rehab Center (555 16th Avenue) owned by Evergreen Health Care; and one vacant residential building (1522 East Jefferson Street, known as the George Washington Carmack House), owned by Perfect Wealth Investment LLC. The Carmack House is located within the existing MIO, but it not owned by either Swedish or Sabey, and there are no plans to redevelop the property as part of the proposed MIMP. See Figure 2-2 for the identification and location of all buildings within the current MIO boundary.

Two buildings within the current MIO are City Landmarks, the original 1910 Providence Hospital building and the attached southern solarium, and the George Washington Carmack House, located at the northwestern corner of East Jefferson Street and 17th Avenue.

All proposed changes to the exterior of the original 1910 Providence Hospital building and its connected solarium must be approved by the City Landmark Preservation Board through issuance of a DON Certificate of Approval.

The following controls imposed on the features and characteristics of the Providence 1910 Building (Ordinance 121588) were designated by the Board for preservation:

The owner must obtain a Certificate of Approval issued by the Board pursuant to SMC 25.12, or the time for denying a Certificate of Approval must have expired, before the owner may make alterations or significant changes to the following specific features or characteristics:

- *The exterior of the 1910 building and the 1927 solarium addition on the south side of the 1910 building;*
- *The site of the 1910 building and of the 1927 solarium addition on the south side of the 1910 building.*
- *No Certificate of Approval or approval by the City Historic Preservation Officer (CHPO) is required for the following:*

- *Any in-kind maintenance or repairs of the features on the exterior of the 1910 building and the 1927 solarium addition on the south side of the 1910 building.*
- *Minor landscaping including the removal or addition of the following: trees under 6 inches caliper, shrubs, perennials and annuals.*
- *Alterations to or demolition of the additions built in 1964, 1969, 1978 and 1988.*
- *Administrative review by the City Preservation Officer review is available for the following:*
- *For the designated areas of the building, the addition or elimination of duct conduits, HVAC vents, grilles, fire escapes, pipes, wiring, and other similar mechanical elements necessary for the normal operation of the building.*

The George Washington Carmack House has no controls imposed on it by City Landmarks Preservation Board and a corresponding designation ordinance, and thus can be altered or demolished without a City COA issued by the DON.

New construction adjacent or across the street from a designated City Landmark will be referred to DON's Historic Preservation Program for review, per SMC 25.05.675H2d.

The half-block on the eastern side of 18th Avenue and between East Jefferson and East Cherry Streets, also included in the current MIO boundary, includes three additional buildings, two vacant residential buildings, and the former Hope Heart Institute (1984 Addition) on the southern portion. The two residential buildings were reviewed by the DON in 2009. The northern building, 544 18th Avenue (ca. 1900), was viewed as ineligible for Nomination as a City Landmark by DON staff; and the southern building, 536 18th Avenue (1899), was nominated for Designation as a City Landmark in 2010 but denied by the Landmarks Preservation Board on February 17, 2010. The former Hope Heart Institute may be eligible for designation as a City Landmark due to its association with important cardiovascular research leading to several life-saving medical procedures.

None of the remaining buildings within the current MIO boundary have been nominated and/or designated as City Landmarks, nor are they located within a historic district, nor are they listed in the NRHP or the Washington Heritage Register.

Two of the medical buildings included in the original Providence Hospital Campus are over 50 years of age:

- Central Utility Plant (1909 to 2010)
- Annex (1920)

Proposed alterations or demolition of these buildings will require a historical analysis ("SEPA Appendix A;" see Section 3.6.1.2 above for explanation of "SEPA Appendix A") at the time of the

submittal of the MUP and referral to the DON for review. Buildings over 50 years of age also meet the minimum age requirements for listing in the NRHP.

Two other buildings on the original campus will be 50 years old in 2016:

- West Nursing Center (1964 to 1966, a.k.a. the West Tower)
- Center Building (1964, 1988, 2008)

Proposed alterations or demolition of these buildings after 2015 will require historical analysis (“SEPA Appendix A”) at the time of the submittal of the MUP and referral to the DON for review.

Eight other buildings included within the current MIO boundary are, or will be, 25 years old by 2014, thereby meeting minimum age eligibility for designation as a City Landmark and subject to possible nomination:

- Seattle Medical and Rehab Center (1974)
- Cherry Hill Professional Building (1975)
- Surgery Addition (1977)
- First West Parking Garage (1977)
- Second West Parking Garage (1981)
- Hope Care Institute Addition (1984)
- Jefferson Tower (1987)
- East Tower (1989)

| See Figure 3.6–2 for the location of the designated historic buildings within the current MIO boundary.

3.6.2.4 Historic and Potential Historic Resources Adjacent to or Proximate to the Current and Proposed Expansion of the MIO

There are two residential buildings that are adjacent to the existing MIO’s eastern boundary that have been identified within the City’s Historic Resources Survey as an inventoried resource but appearing not eligible to meet the criteria for designation as a City Landmark in the opinion of the City’s surveyor (see Figure 3.6-2). Neither have so far been evaluated in greater detail or nominated as possible City Landmarks. The former Fire Station #23 (1908, Julian F. Everett, now Center Stone), a City Landmark, is located approximately a half-block north of the current MIO boundary. Additionally, approximately 55 residential properties are located within 1-block of the current MIO area that have been identified within the City’s Historic Resources Survey as an inventoried resource. Only four structures located on Figure 3.6-2 are shown as potentially eligible for designation as a City Landmark in the opinion of the City’s surveyor; although none have so far been evaluated in greater detail or nominated as possible City of Seattle Landmarks.

| See Figure 3.6–2 for the location of the designated historic buildings or identified potential historic resources within the current and proposed expansion MIO boundary.

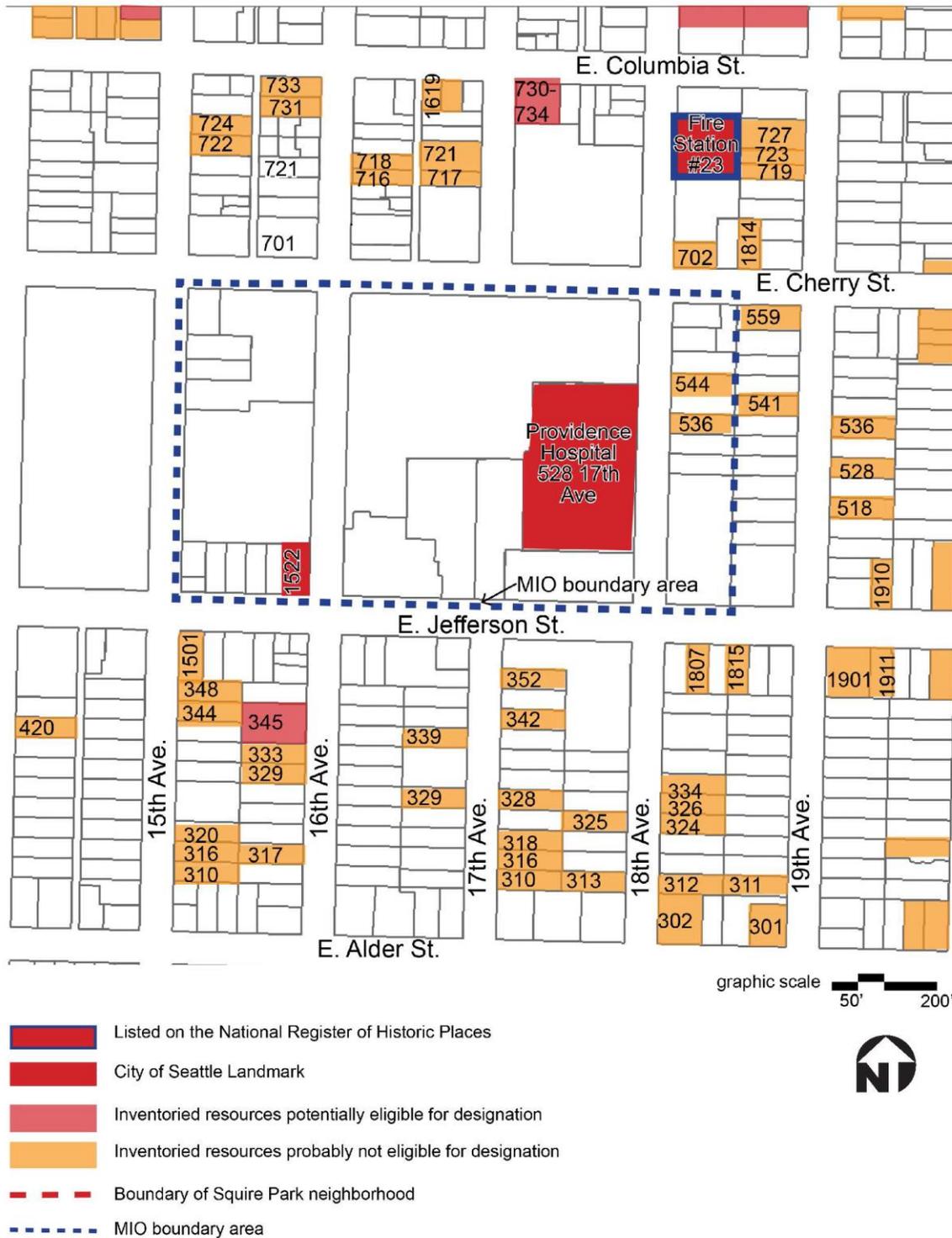


Figure 3.6-2
Historic Resources Surrounding Swedish Cherry Hill

3.6.3 Impacts

3.6.3.1 Alternative 1 – No Build

The No Build Alternative would involve no new building construction within the Swedish Cherry Hill MIO. Existing buildings would remain, and limited building remodeling would be expected to occur. No impacts to historic resources would be anticipated under the No Build Alternative.

3.6.3.2 Impacts Common to All Build Alternatives

Based on the City's interdepartmental procedures, at the time of a MUP application for development that would involve demolition of a building that is 50 years or older, a referral must be made from DPD to the City's Historic Preservation Officer.

If the Historic Preservation Officer determines the structure does not appear to meet the Landmark criteria, demolition of the structure would not be conditioned or denied for historic preservation purposes under SEPA. If the Historic Preservation Officer determines a structure appears to meet the criteria, the owner must submit a City of Seattle Nomination to the DON to be reviewed for completeness, and then submitted to the Landmark Preservation Board. If the Landmark Preservation Board votes to designate the building, a Controls and Incentives Agreement would be negotiated between the City's Historic Preservation Officer and the property owner. Once an agreement has been reached and approved by the City's Landmark Preservation Board, a designation ordinance is forwarded to the City Council for approval.

No view impacts are associated with the any of the Build Alternatives, as all primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. The view to the northern façade of the building is presently nearly completely blocked by the adjacent East Tower building. Views from adjacent public right-of-ways of the George Washington Carmack House are unaffected.

3.6.3.3 Shadow Impacts

Alternative 8

Preliminary shade and shadow analysis associated with the full development of the proposed action are provided in Section 3.4 of this EIS. Impacts associated with increased shadows cast on exterior façades of the 1910 Providence Hospital building and the attached southern solarium are seasonal, with additional shading on the 1910 Providence Hospital building's eastern façade occurring during winter mornings from proposed buildings on the half-block to the east of 18th Avenue, as well as additional minor shading of the lower portion of the 1910 Providence Hospital building southern solarium during winter afternoons. Additional shading is also anticipated to affect the two potentially historic residential buildings (541 and 559 19th Avenue) that are adjacent to the existing MIO's eastern boundary in winter afternoons. Five other potentially historic residential buildings (702 18th Avenue, 1814 East Cherry Street, 719, 723, and 727 19th Avenue) that are proximate to, and to the northeast of the existing MIO boundary, will receive additional shading during winter afternoons. Fire Station #23, a City

Landmark, is also located northeast of the existing MIO boundary and will receive additional shading in winter afternoons.

Two potentially historic residential buildings (722 and 724 15th Avenue) located north of the MIO boundary will receive additional shading during winter mornings. Additional shading will occur to two potentially historic residential buildings (731 and 733 16th Avenue), located to the northwest of the MIO boundary in winter hours around noon. Some additional shading will also occur in winter afternoons to five potentially historic buildings (716 and 718 16th Avenue, 717 and 721 17th Avenue, and 1619 East Columbia Street) that are located north of the proposed MIO boundary.

Alternatives 11 and 12

Shadow impacts on historic structures from the development of Alternative 11 or 12 would be less than Alternative 8. There would be no additional shading to the 1910 Providence Hospital solarium, or the potentially historic building located 1619 East Columbia Street. Other shadow impacts would be the same as described for Alternative 8.

3.6.4 Mitigation Measures

Alternatives 8, 11, and 12 would be designed to comply with all the development requirements of the Controls and Incentives Agreement for the Providence 1910 Building (Ordinance 121588), the only City Landmark with a Controls and Incentives Agreement within the MIO area. A Controls and Incentives Agreement application would be made to the Landmark Preservation Board after completion of any MUP submittal to the City if required under the Controls and Incentives agreement. Under future SEPA review, adjacency review consistent City Policies for SEPA review may be required. The Landmark Preservation Board will decide if the proposal meets the requirements of the Controls and Incentives Agreement (see Section 3.6.1.1, *d*).

3.6.5 Secondary and Cumulative Impacts

The increase in staffing and patient levels at the hospital would contribute to secondary and cumulative changes to historic resources, both directly and indirectly. There would be increased demands for nearby retail/commercial and housing development to serve hospital staff, patients and visitors. There may be increased future demand to replace historic structures with other buildings to accommodate commercial and residential growth. Recent trends in economic development in the area (See Section 3.6.2.1) indicate that growth in the vicinity could also contribute to the preservation of certain historic resources.

3.6.6 Significant Unavoidable Adverse Impacts

With the mitigation noted, no significant unavoidable adverse impacts are anticipated.

3.7 Transportation

This section of the Final EIS summarizes information included in Appendix C, Transportation Technical Report (Transpo 2014), including the transportation conditions on the Swedish Cherry Hill campus and in the site vicinity, and an assessment of the potential impacts to transportation from redevelopment under the EIS alternatives.

Swedish is proposing a MIMP for development over the next 15 to 25 years, or longer. Construction phasing would be dependent upon the height limits approved by the City Council in the MIMP, and the need to create an “empty chair” (i.e., empty developable space) in which to develop new buildings without first having to demolish an existing building that is still in use. Early development potential may include the east side of the campus along 18th Avenue and the redevelopment of the existing west side parking garage, or the site of the Cherry Hill Professional Building on the southeast corner of E Cherry Street and 16th Avenue. Given the timeframe of the MIMP, 2 horizon years have been identified for analysis. This includes a long-term horizon year of 2040, as well as a short-term horizon year of 2023. This short-term horizon year evaluates the impacts of the early development potential.

Assumptions for the long- and short-term development scenario were provided by the applicant. Development assumed by 2023 differs between the Build Alternatives (Alternatives 8, 11, and 12), and includes construction of approximately 1.9 million gross SF for a total of approximately 3.1 million gross SF by year 2023 for Alternative 8, and the addition of approximately 1.55 million gross SF for a total of approximately 2.75 million gross SF by year 2023 for Alternatives 11 and 12.

The following transportation elements are evaluated in this report:

- Street System
- Campus Access and Service Vehicle Loading
- Pedestrians and Bicycle Transportation
- Transit/Shuttle Service
- Traffic Volumes
- Traffic Operations
- Traffic Safety
- Parking

3.7.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the traffic and transportation element (SMC 25.05.675.R) and parking element (SMC 25.05.675.M). Relevant policies are provided below:

- R. Traffic and Transportation.*
 - 1. Policy Background.*

- a. *Excessive traffic can adversely affect the stability, safety and character of Seattle's communities.*
 - b. *Substantial traffic volumes associated with major projects may adversely impact surrounding areas.*
 - c. *Individual projects may create adverse impacts on transportation facilities which service such projects. Such impacts may result in a need for turn channelization, right-of-way dedication, street widening or other improvements including traffic signalization.*
 - d. *Seattle's land use policies call for decreasing reliance on the single occupant automobile and increased use of alternative transportation modes.*
 - e. *Regional traffic and transportation impacts arising as a result of downtown development have been addressed in substantial part by the Land Use Code.*
2. *Policies.*
- a. *It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety and/or character of a neighborhood or surrounding areas.*
 - b. *In determining the necessary traffic and transportation impact mitigation, the decisionmaker shall examine the expected peak traffic and circulation pattern of the proposed project weighed against such factors as the availability of public transit; existing vehicular and pedestrian traffic conditions; accident history; the trend in local area development; parking characteristics of the immediate area; the use of the street as determined by the Seattle Department of Transportation's Seattle Comprehensive Transportation Plan; and the availability of goods, services and recreation within reasonable walking distance.*
 - c. *Mitigation of traffic and transportation impacts shall be permitted whether or not the project meets the criteria of the Overview Policy set forth in SMC Section 25.05.665*
 - f. *i. Mitigating measures which may be applied to projects outside of downtown may include, but are not limited to:*
 - (A) Changes in access;*
 - (B) Changes in the location, number and size of curb cuts and driveways;*
 - (C) Provision of transit incentives including transit pass subsidies;*
 - (D) Bicycle parking;*
 - (E) Signage;*
 - (F) Improvements to pedestrian and vehicular traffic operations including signalization, turn channelization, right-of-way dedication, street widening, or other improvements proportionate to the impacts of the project; and*
 - (G) Transportation management plans.*

ii. For projects outside downtown which result in adverse impacts, the decisionmaker may reduce the size and/or scale of the project only if the decisionmaker determines that the traffic improvements outlined under subparagraph R2fi above would not be adequate to effectively mitigate the adverse impacts of the project.

M. Parking.

1. Policy background.

- a. Increased parking demand associated with development projects may adversely affect the availability of parking in an area.*
- b. Parking regulations to mitigate most parking impacts and to accommodate most of the cumulative effects of future projects on parking are implemented through the City's Land Use Code. However, in some neighborhoods, due to inadequate off-street parking, streets are unable to absorb parking spillover. The City recognizes that the cost of providing additional parking may have an adverse effect on the affordability of housing.*

2. Policies.

- a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects.*
- b. Subject to the overview and cumulative effects policies set forth in Sections 25.05.665 and 25.05.670, the decisionmaker may condition a project to mitigate the effects of development in an area on parking; provided that:
 - 1) No SEPA authority is provided to mitigate the impact of development on parking availability in the Downtown and South Lake Union Urban Centers;*
 - 2) No SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within:
 - i. the Capitol Hill/First Hill Urban Center, the Uptown Urban Center, and the University District Urban Center, except the portion of the Ravenna urban village that is not within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot;*
 - ii. the Station Area Overlay District; and*
 - iii. portions of urban villages within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot;***
- d. If parking impact mitigation is authorized by this subsection 25.05.675.M, it may include but is not limited to:
 - 1) Transportation management programs;*
 - 2) Parking management and allocation plans;**

- 3) *Incentives for the use of alternatives to single-occupancy vehicles, such as transit pass subsidies, parking fees, and provision of bicycle parking space;*
- 4) *Increased parking ratios; and*
- 5) *Reduced development densities to the extent that it can be shown that reduced parking spillover is likely to result; provided, that parking impact mitigation for multifamily development may not include reduction in development density.*

3.7.2 Affected Environment

Figure 3.7-1 shows the overall study area defined for the analysis and highlights the study area intersections. The study area encompasses the area east of Interstate 5 (I-5), west of 23rd Avenue, north of S Dearborn Street and south of Pike Street. The key arterials of E Madison Street, E Cherry Street, James Street, and E Jefferson Street corridors as well as Broadway, 12th Avenue, and 23rd Avenue are included in the evaluation. The transportation analysis includes the evaluation of these corridors and 43 study intersections.

3.7.2.1 Street System

Swedish Cherry Hill is surrounded by residential neighborhoods to the north, east, and south. The Seattle University campus abuts the west side of the Swedish Cherry Hill campus. The neighborhoods located adjacent to the campus are served by residential streets, which include on-street parking and sidewalks. Parking is permitted on both sides of the roadways, resulting in narrow travel way widths where often only one car can pass at a time, depending on how vehicles are parked on the street.

Access to and from the regional roadways such as I-5 to the west is provided via E Cherry Street and E Jefferson Street. Local connections to the neighborhood from these roadways are generally provided via stop-controlled intersections, with E Cherry and E Jefferson Streets having the right-of-way. There are traffic signals at the E Cherry Street/18th Avenue and E Cherry Street/14th Avenue intersections to serve the neighborhoods north of the campus. There are no traffic signals along E Jefferson Street in the vicinity of the campus.

Regional access to the campus from the north (State Route [SR] 520) and the south (I-90) is provided via collector arterials such as E Madison Street, Rainier Avenue, and Broadway. These roadways range from 3- to 5-lane cross-sections.



Figure 3.7-1
Study Area and Intersections

The characteristics of these key roadways are summarized in Table 3.7-1. See Table 1 in Appendix C for characteristics of additional roadways in the vicinity of the campus.

Table 3.7-1
Characteristics of Major Roadways in Study Area

| Roadway | Arterial Classification | Posted Speed Limit | Number of Travel Lanes | On-Street Parking? | Sidewalks? | Bicycle Facilities? | Transit Routes |
|---|-------------------------|--------------------|------------------------|--------------------|------------|---------------------|-----------------------------|
| E Madison Street (Boren Avenue to 23rd Avenue) | Principal Arterial | 30 mph | 4 to 5 lanes | Some Blocks | Yes | No | 12, 60, 2, 11 |
| E Cherry Street (James Street to 23rd Avenue) | Minor Arterial | 30 mph | 2 to 4 lanes | Some Blocks | Yes | Yes | 3 |
| E Jefferson Street (Broadway to 23rd Avenue) | Collector Arterial | 30 mph | 2 lanes | Most Blocks | Yes | Yes | 3, 4, 64, 84, 193, 211, 303 |

Table 3.7-1 (Continued)
 Characteristics of Major Roadways in Study Area

| Roadway | Arterial Classification | Posted Speed Limit | Number of Travel Lanes | On-Street Parking? | Sidewalks? | Bicycle Facilities? | Transit Routes |
|-------------------|-------------------------|--------------------|------------------------|--------------------|------------|---------------------|---|
| Rainier Avenue SE | Principal Arterial | 30 mph | 4 to 6 lanes | No | Yes | No | 7, 9, 111, 114, 210, 211, 212, 214, 215, 216, 217, 218, 219, 550, 554 |
| Broadway | Minor Arterial | 30 mph | 4 to 5 lanes | Some Blocks | Yes | Yes | 2, 9, 10, 11, 12, 43, 49, 60, First Hill Trolley |

E Cherry Street forms the northern border of the campus and is classified as a minor arterial by the City. In the vicinity of the hospital, sidewalks, and parking are provided on both sides of this two-lane roadway. In addition, sharrows (i.e., indicating shared vehicle/bicycle travel ways) are provided along both sides of the roadway as well as bicycle lanes on the uphill portion of the corridor. The majority of the intersections along this corridor within the site vicinity are stop-controlled. Parking for the hospital or clinics can be accessed along 15th Avenue, 16th Avenue, and 18th Avenue off of E Cherry Street.

E Jefferson Street forms the southern boundary of the campus. In the vicinity of Swedish Cherry Hill campus, E Jefferson Street is classified as a collector arterial. Sidewalks and parking are provided on both sides of this two-lane roadway. In addition, sharrows are provided along the corridor as well as bicycle lanes along the uphill portions from 12th Avenue to 19th Avenue. All intersections between 12th Avenue and 23rd Avenue are stop controlled. There are also seven bus routes that operate along E Jefferson Street within the site vicinity. Access to the Swedish Cherry Hill parking areas is at 15th Avenue, 16th Avenue, and 18th Avenue off of E Jefferson Street.

15th Avenue provides access to existing parking structures and surface lots for the hospital and forms the western border of the Swedish Cherry Hill campus. Seattle University facilities are located on the west side of the roadway. In the vicinity of Swedish Cherry Hill, 15th Avenue is classified as an access street. Sidewalks are provided on both sides of this two-lane roadway and parking is permitted along the west side of the roadway only.

16th Avenue provides access to existing parking structures and surface lots for the campus. It also provides a north/south vehicular, pedestrian, and bicycle connection to and from the neighborhood. In the vicinity of Swedish Cherry Hill, 16th Avenue is classified as an access street. Sidewalks are provided on both sides of this two-lane roadway with some on-street parking allowed.

18th Avenue provides access to two Swedish Cherry Hill surface lots, with the eastern border of the campus located between 18th Avenue and 19th Avenue. In the vicinity of Swedish Cherry Hill, 18th Avenue is classified as an access street. Sidewalks are provided on both sides of this two-lane roadway as well as on-street parking along the west side. 18th Avenue is adjacent to the signed bicycle route that runs along 19th Avenue. A traffic signal exists at the E Cherry Street/18th Avenue intersection, providing a signalized connection for neighborhood traffic.

3.7.2.2 Campus Access and Service Vehicle Loading

There are several parking areas within the Swedish Cherry Hill campus that are available to staff, patients, and visitors. (See Figure 2 in Appendix C for existing locations). Access points to the Swedish Cherry Hill parking garages and surface lots are located primarily on 15th Avenue, 16th Avenue, and 18th Avenue between E Cherry Street and E Jefferson Street. Designated parking is provided for patients of the Northwest Kidney Center within a separated portion of the 16th Avenue Garage with vehicular access along 15th Avenue.

The primary access to the emergency department is provided via 16th Avenue. The entry to the emergency department is located south of E Cherry Street at the second driveway, which is one-way, inbound only. Ambulances, other emergency vehicles and patients enter the same driveway. In front of the emergency entrance, there are two parking spaces for ambulances and seven parking spaces for emergency room visitors.

The main truck access for the delivery of supplies is provided at two locations (See Figure 2 in Appendix C for existing locations):

- The 16th Avenue delivery area is located north of the emergency department entrance and primarily used for hospital services. This area includes multiple truck docks, parking for funeral home use, postal service, 12 general parking spaces, and 4 ADA-accessible spaces. There are two exits for vehicles in this area; one to the north, which connects to 16th Avenue, and one to the south exiting on to E Jefferson Street at 17th Avenue. Observations conducted over a 24-hour period showed a total of 37 deliveries with 6 occurring during the AM peak (7 to 9 AM) and 1 occurring during the PM peak (4 to 6 PM). The size of vehicle ranged from a van with two axles to an open bed semi-truck with four axles. The maneuvering area can accommodate backing movements onsite without using 16th Avenue.
- The 18th Avenue service area is located just south of E Cherry Street. Observations conducted over a 24-hour period showed a total of 102 deliveries with 13 occurring during the AM peak (7 to 9 AM) and 8 occurring during the PM peak (4 to 6 PM). The size of vehicle ranged from a sedan with two axles to an open bed semi-truck with four axles. Garbage pick-up also occurs in this area for the dumpsters associated with James Tower.

There are also service areas accommodating smaller deliveries with vans or cars along 15th Avenue for the Northwest Kidney Center, along the alley between 15th Avenue and 16th Avenue for the Seattle Rehabilitation Center, and along 18th Avenue for the Central Utility

Plant. The Northwest Kidney Center service area has approximately 15 deliveries per week or 5-7 per day with the majority occurring during the morning. Seattle Rehabilitation Center has an average of four deliveries per day. Observations conducted over a 24-hour period for the Central Utility Plant showed a total of 8 deliveries with 2 occurring during the AM peak (7 to 9 AM) and none occurring during the PM peak (4 to 6 PM).

SMC 23.54.035 establishes requirements for off-street loading berths. Hospitals are identified as a high-demand use with each of the existing loading facilities needing to meet the following requirements:

- The 16th Avenue loading area services approximately 554,000 SF of building area and would require 17 loading berths per code. The area currently has two loading berths as well as some service entrances.
- The 18th Avenue loading area services approximately 515,000 SF of building and would require 16 loading berths per code. The area currently has one loading berth.

It should be noted that these loading facilities may have been constructed prior to the implementation of current code requirements and/or DPD Director Decisions may have modified the code requirements based on the specific needs of the buildings served by the loading facilities. Existing loading facilities are generally adequate to serve the needs of Swedish Cherry Hill. Although not observed during the 24-hour observations, public comment indicates that there are some periods in the morning when food service deliveries are waiting along 18th Avenue to access the loading berth.

Trucks traveling between Swedish Cherry Hill and I-5 primarily use the arterials of E Cherry Street and E Jefferson Street. Loading facilities are served by the adjacent local access streets of 16th Avenue and 18th Avenue. The existing road network adequately accommodates trucks serving Swedish Cherry Hill and there are no observable deficiencies in the existing road network.

3.7.2.3 Pedestrian and Bicycle Transportation

Approximately 4 percent of employees commute to and from the campus by walking. In addition, all other travel to the campus ends in a walking trip whether connecting from vehicle parking, bicycle parking or transit. All of the streets within the vicinity of Swedish Cherry Hill campus have sidewalks on both sides. There are a limited number of pedestrian crossings along E Cherry Street and E Jefferson Street. Signalized pedestrian crossings are provided at the E Cherry Street/18th Avenue intersection. Unsignalized pedestrian crosswalks are also provided across E Cherry Street at 16th Avenue and across E Jefferson Street at 16th, 17th, and 18th Avenues.

Based on the Commuter Trip Reduction (CTR) surveys, approximately 2 percent of employees commute to and from the campus via bicycle. The campus currently provides 132 bicycle parking spaces for visitors and employees. In addition, lockers and showers are provided for employees.

Figure 3.7-2 illustrates the bicycle network within the study area. The primary north to south bike corridors included Broadway and 19th Avenue, which are delineated with sharrows¹. 19th Avenue is a signed bicycle route. A bicycle lane is provided along 12th Avenue.

East to west bicycle connections in the study area are provided via E Cherry Street and E Jefferson Street, and predominantly identified by sharrows. Bicycle lanes are provided along portions of E Cherry Street traveling in the uphill direction, E Jefferson Street west of 19th Avenue, and E Yesler Way. Union Street, a signed bike route, has a combination of sharrows and bicycle lanes. The E Yesler Way bicycle route goes into the downtown.



Figure 3.7-2
Existing Bicycle Facilities

Traffic counts conducted at the study intersections included bicycle and pedestrian counts. The highest concentration of pedestrians in the study area is in the vicinity of the schools including Seattle University (west of Swedish Cherry Hill) and Garfield High School (east of the campus). In the immediate vicinity of the campus, pedestrian volumes are highest during the weekday PM peak hour. Adjacent to the campus, bicycle volumes were higher along E Jefferson Street as compared to E Cherry Street during both the weekday AM and PM peak hours.

¹ Sharrows are pavement markings used to delineate and identify a shared vehicle/bicycle travel lane.

3.7.2.4 Transit and Shuttle Service

King County Metro operates several routes within the vicinity of Swedish Cherry Hill. There are 8 King County Metro Transit routes within a half-mile (or 10- to 12-minute) walking distance of Swedish Cherry Hill. The service areas, operating hours, and headways are summarized in Table 2 in Appendix C. The headways range from 5 to 30 minutes during the weekday peak periods. Routes 3/4, 64, 84, 193, 211, and 303 serve Swedish Cherry Hill directly with a stop in each direction along E Jefferson Street at 17th Avenue adjacent to the campus. Nighttime service is provided by Route 84 (from 2:00 PM to 4:30 AM) and Route 34 (from 5:00 AM to 1:30 AM). All of the routes serving the campus have remaining capacity to accommodate additional riders during the weekday peak periods, Appendix C provides additional detail.

The inter-campus shuttle operated by Swedish serves the Swedish First Hill campus, Swedish Cherry Hill campus, and the Metropolitan Park offices. This service is offered free to staff and patients and runs Monday through Friday, except on holidays. This service operates between 6:30 AM and 5:30 PM. The service operates with 20-minute headways within the core hours of 10:00 AM to 2:00 PM and 40 minutes outside those hours.

King County Metro is currently experiencing a funding shortage and it is anticipated that in late 2014 there would be service cuts and changes to bus service. This will impact routes 4, 211, 64, and 193 serving the Swedish Cherry Hill campus. The impact of the changes in transit capacity is reflected in the No Build analysis.

3.7.2.5 Traffic Volumes

Traffic volumes within the study area were collected for the weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods. Intersection turning movement counts were conducted in May, September, and October 2013, and January 2014. In addition to vehicles, the counts included bicycle and pedestrian volumes. Seattle University, located adjacent to the Swedish Cherry Hill campus, was in session during all counts. The weekday peak hour generally occurred from 7:30 to 8:30 AM during the morning, and 5:00 to 6:00 PM during the evening. The traffic volumes represent the sum of both directions of travel. Weekday AM peak hour volumes are generally lower than the weekday PM peak hour volumes with the exception of along James Street/E Cherry Street between I-5 and 23rd Avenue and along E Jefferson Street in the immediate vicinity of Swedish. Weekday AM peak hour traffic volumes along James Street/E Cherry Street range between 755 near 23rd Avenue to 2,040 vehicles per hour (vph) near I-5, and are approximately 20 percent higher than the existing James Street/E Cherry Street traffic volumes during the weekday PM peak hour. Traffic volumes along E Jefferson Street between Broadway and 23rd Avenue range from 360 to 555 vph during the weekday AM peak hour. Near 12th Avenue, the weekday AM peak hour traffic volumes along E Jefferson Street are 15 percent higher than weekday PM peak hour traffic volumes.

During the weekday PM peak hour, traffic volumes along E Cherry Street, adjacent to the campus, range between 635 to 815 vph depending on the individual block. Left-turns from E Cherry Street range between 10 to 50 vph depending on the intersection. West of Broadway,

where E Cherry Street transitions to James Street, traffic volumes are higher with volumes as high as 1,710 vph near the I-5 interchange. These volumes decrease east of the interchange.

Traffic volumes along E Jefferson Street are lower than E Cherry Street. Traffic volumes along E Jefferson Street between Broadway and 23rd Avenue range from 385 to 485 vph. During both the weekday AM and PM peak hours and likely throughout the day, traffic volumes generally decrease along the E Jefferson Street corridor from the west to the east as traffic distributes to the local residential neighborhoods north and south of the corridor.

3.7.2.6 Traffic Operations

The scope of the traffic operations analysis included an evaluation of individual intersection performance as well as corridor operations along E Cherry Street/James Street between 6th Avenue and Broadway, and Broadway and 18th Avenue. This analysis provides a basis for not only understanding future impacts to general traffic operations, but also how the proposed project affects neighborhood traffic and circulation patterns and access. The purpose of this corridor analysis is to assess the impacts of intersection delay and queuing on travel time and corridor progression. The E Cherry Street/James Street corridor was identified for analysis based on the anticipated travel patterns to/from the site and connectivity to I-5 as well as existing observations.

Intersection Operations

Approximately 80 percent of the study intersections currently operate at Level of Service (LOS) C or better. During the AM and PM peak hours, all intersections proximate to Swedish Cherry Hill operate at LOS D or better with the exception of two intersections:

- 12th Avenue/E Marion Street (side street approaches operate at LOS F during PM peak hour)
- 13th Avenue/E Cherry Street (side street approaches operate at LOS E during the PM peak hour)

The 12th Avenue/E Marion Street intersection has a high concentration of pedestrian crossings, which causes increased delays for these side street approaches, resulting in the LOS F condition.

Corridor Operations

The main route to Swedish Cherry Hill is along the E Cherry Street/James Street corridor. This corridor has been evaluated for travel times and travel speeds, and includes consideration of intersection queuing, pedestrian activity, and overall driver behavior. For the purpose of the analysis, the corridor was divided into two segments: (1) James Street from 6th Avenue to Broadway Avenue; and (2) E Cherry Street from Broadway to 18th Avenue.

- During the weekday AM peak hour, travel times along James Street/E Cherry Street, within the two segments, are approximately 3 to 5 minutes for both directions along each segment.

- During the weekday PM peak hour, travel times along E Cherry Street are less than 3 minutes while along James Street travel times range between 4 and 6 minutes.
- Average travel speeds are generally slow, ranging from 6 to 15 miles per hour (mph).

These average travel speeds take into account free-flow travel times and intersection-related delay. Overall, the travel times and speeds indicate congestion along both corridors during the weekday AM and PM peak hours.

3.7.2.7 Traffic Safety

Records of reported collisions were obtained from SDOT for the 3-year period between January 1, 2010, and December 31, 2012. A summary of the total and average annual reported accidents at each study intersection is provided in Table 4 in Appendix C. The City has adopted criteria for assigning high accident location status to signalized intersections with 10 or more reported collisions per year, and unsignalized intersections with 5 or more reported collisions per year. Intersections designated as high accident locations are targeted for future safety improvements in an effort to reduce the occurrence of accidents.

Fewer than 5 collisions per year were reported at each of the unsignalized study intersections. At the signalized study area intersection, only the 6th Avenue/James Street intersection had an average of more than 10 collisions per year. A review of the collisions at the 6th Avenue/James Street intersection shows the majority of the collisions at this location involved left-turning vehicles along James Street not granting right-of-way to vehicles traveling the opposite direction.

The data were also reviewed for fatalities as well as collisions involving pedestrians or bicyclists. The 7th Avenue/Cherry Street and 16th Avenue/E Jefferson Street intersections both had fatalities. The fatalities at these intersections resulted from a vehicle striking a pedestrian in the crosswalk. The cause of these accidents does not appear to be related to the design of the intersection. Adequate sight distance exists for the vehicle movements.

- At the 16th Avenue/E Jefferson Street intersection, a pedestrian was struck by a southbound left-turning vehicle while crossing the east leg of E Jefferson Street.
- At the 7th Avenue/Cherry Street intersection, the pedestrian was struck by a northbound through vehicle while crossing the south leg of 7th Avenue.

In addition to these two pedestrian fatalities, 33 of the 43 study locations had collisions involving pedestrians and bicyclists. Of the 33 locations, 6 locations averaged more than one collision per year involving a pedestrian or bicyclists. These include:

- 12th Avenue/E Pike Street
- 12th Avenue/Madison Street
- 12th Avenue/E Jefferson Street
- 12th Avenue/S Jackson Street

- 23rd Avenue/E Jefferson Street
- 23rd Avenue/E Yesler Way

Within the immediate vicinity of the campus, the frequency of collisions is higher along E Jefferson Street than along E Cherry Street. The cause of these collisions is due to the unsignalized control at the majority of the intersections and limited sight distance due to on-street parking along both corridors.

Along E Cherry Street from 14th Avenue to 18th Avenue there were 12 collisions over the 3-year period. Six of the 12 collisions resulted in an injury and the remaining resulted in property damage only. The most common collision type along E Cherry Street from 14th Avenue to 18th Avenue was related to vehicles turning into the traffic stream. Two of the collisions involved pedestrians or bicyclists.

Along E Jefferson Street from 14th Avenue to 18th Avenue, there were 27 collisions. Fourteen of the 27 collisions resulted in an injury and one collision resulted in a fatality as previously discussed. Four collisions involved a pedestrian or a bicyclist. Similar to E Cherry Street, the most common collision type were related to vehicles turning into the traffic stream.

SDOT annually reviews the previous year's collisions within the City and creates a list of "high collision locations" (HCL) that are monitored or reviewed in the next year. The review screens the previous year (in this case 2013) collision for signalized intersections with 10 or more collisions in a year, unsignalized intersections with 5 or more collisions, and locations with 5 or more pedestrian or bike collisions. Within the study area, the 2014 review includes the 6th Avenue/James Street and 6th Avenue/Cherry Street signalized intersections. HCLs with pedestrian or bike related collisions in the study area 2014 included Broadway/E Pike Street (pedestrians), 12th Avenue /E Jefferson Street (bikes), and 12th Avenue/E Pike Street (bikes).

3.7.2.8 Parking

There is designated parking for the Swedish Cherry Hill campus in off-street facilities. There is also on-street parking within the neighborhood surrounding the campus including unrestricted areas, restricted (time limited), residential parking zones (RPZ), and paid parking.

Off-Street, On-Campus Facilities

The overall parking supply is approximately 1,510 parking spaces with 1,293 garage spaces and 217 surface spaces (see Figure 10 in Appendix C for locations). All of the off-street parking is paid parking whether through monthly permits, leasing, or hourly/daily pay by use, with some parking validated for patients or visitors. Generally, parking is unreserved and open for both staff and patient parking. The parking facilities include:

- Surface Lot (Northeast Corner of E Jefferson Street/18th Avenue) – This gravel parking lot can accommodate approximately 100 vehicles and is designed for LabCorp employees.

- Surface Lot (Southeast Corner of E Cherry Street/18th Avenue) – This parking lot has 55 reserved parking spaces for staff.
- 15th/16th Avenue Garage – This parking garage has 1,197 spaces with 50 of the spaces secured and reserved for the Northwest Kidney Center. In addition, there are some reserved parking spaces for physicians and staff. The remainder is available for patient parking, accessible from 16th Avenue.
- Rehabilitation Center – This surface parking lot has 35 parking spaces that are dedicated to the rehabilitation center.
- Emergency Department Lot – This surface parking lot has 27 parking spaces that are designated for the emergency department.
- Plaza Garage – This parking garage has 96 spaces and is generally patient parking.

Hourly data was collected in February 2014 to determine parking utilization. The off-street facilities had peak occupancy of 716 vehicles or 47 percent of the total off-street parking supply. The smaller public parking facilities (e.g., Plaza Garage, Rehabilitation Center, E Cherry Street/18th Avenue surface lot and Northwest Kidney Center parking) had the highest utilization ranging from 82 to 100 percent. Both the Rehabilitation and Northwest Kidney Center parking have validated parking for patients/visitors of those uses, which likely contributes to the high utilization. The least utilized parking lot was LabCorp, which is restricted to LabCorp employees and could be underutilized due to employee alternative mode use. The peak parking demand of the 16th Avenue garage during the observation period was approximately 40 percent. This data, as well as field observations, indicate the Swedish Cherry Hill off-street parking facilities are generally not full.

On-Street Parking

The majority of the neighborhood surrounding the campus is part of a RPZ, which restricts on-street parking to a 2-hour time limit unless the vehicle has a residential permit. On the streets adjacent to the campus, there is paid parking along E Jefferson Street between 17th and 18th Avenues, 18th Avenue between E Cherry and E Jefferson Streets, and E Cherry Street between 16th and 17th Avenues on the south side and 17th and 18th Avenues on both sides. There is also 2-hour time limited parking, which is not part of the RPZ, on the north side of E Jefferson Street between 16th and 17th Avenues and 18th and 19th Avenues as well as on both sides of 14th Avenue between E Jefferson and E Cherry Streets. Campus parking peaks at 10:00 AM. A review of the SDOT 2014 Annual Parking data shows that in the paid parking areas near the campus, 73 percent of the vehicles parked at 10:00 AM have disabled parking placards. Outside the paid parking area, four percent of the vehicles parked at 10:00 AM have disabled parking placards.

While the off-street parking demands can be reliably associated with the Swedish Cherry Hill campus, the level of parking in the neighborhood associated with Swedish Cherry Hill is more difficult to assign. The on-street parking demand was identified through February 2014 observations of pedestrians entering and exiting the Swedish Cherry Hill campus to and from

the neighborhood streets. The data collection excluded pedestrians to and from the parking garages, lots, and bus stop and identified carpools.

Some pedestrians counted as part of the on-street parking data collection effort were likely affiliated with walking trips to the campus and not related parking in the neighborhoods. The Swedish campus CTR surveys indicate 4.5 percent or 105 employees walk to work. These walking trips would be coming from the neighborhood. It is unknown if all of these employees walked to work during the count day; however, to account for some level of walking, the parking counts associated with the on-street parking were reduced by 50 vehicles assuming 30 percent of employees observed walked to work².

Based on the on-street and off-street parking counts, the existing parking demand for the campus is estimated at approximately 1,093. This peak occurs at 10:00 AM with 716 vehicles parked off-street and 377 vehicles identified as parking on-street. There are 82 paid and time limited or unrestricted parking spaces adjacent to the campus. These spaces are not directly fronting residential development and are not designated as RPZ. The data collection showed that 59 vehicles were parked in these spaces at 10:00 AM, which indicates 318 vehicles likely parking on streets surrounding the campus.

Parking Demand

As noted previously, the total off-street parking availability is approximately 1,510 parking spaces (1,293 in garages and 217 in surface lots). Based on the surveyed utilization rates for off-street and on-street parking, the total parking demand was estimated at 1,093 vehicles, and this total could be accommodated within existing off-street parking spaces.

Sabey and Swedish continue to monitor the pricing structure of the parking garages. The garages are operated pursuant to the current Transportation Management Program (TMP). The pricing structure is intended to promote the use of alternative travel modes by making parking off-street lots more expensive than using transit. This is creating an unintended consequence of parking spillover in the surrounding neighborhood.

3.7.3 Impacts

3.7.3.1 Alternative 1 - No Build

This section describes the future traffic conditions for the years 2023 and 2040 without the approval of the MIMP and no further expansion of the campus. For Alternative 1, No Build, no expansion of the campus is assumed, thus employee population and patient population is assumed to be consistent with existing levels.

As discussed in the previous section, the adopted single occupancy vehicle (SOV) goal is 50 percent and the campus is achieving 56 percent based on the CTR survey. The evaluation of No Build conditions assumes achievement of the 50 percent SOV rate by 2023 and 2040; therefore,

² Approximately 165 employees were observed.

the overall campus trip generation and parking demand is assumed to be less than under existing conditions. In addition, while some growth/change in staffing is possible without MIMP approval, an assumption of no increase in staff provides a conservatively low baseline condition against which the impacts of the Build Alternatives can be measured. The impacts of additional growth in patient activity or employment are addressed below in the discussion of impacts of Alternatives 8, 11, and 12.

The evaluation of future conditions reflect increases in traffic attributed to known, and approved, developments in the area as well as modifications to the street system to reflect planned transportation improvement projects.

Street System

Table 3.7-2 summarizes the key planned transportation projects in the study area, and identifies how the projects were included into the Alternative 1 – No Build 2023 and 2040 evaluations. With the exception of the Madison High Capacity Transit project, all are expected to be completed by 2023. Additional detail on the transportation projects is provided in Section 4.1 of Appendix C.

**Table 3.7-2
Transportation Improvement Projects**

| Project Description | Responsible Agency | Expected Completion Date | Funded? ¹ | Assumed in Analysis? ² | |
|---|--------------------|--------------------------|----------------------|-----------------------------------|------|
| | | | | 2023 | 2040 |
| First Hill Streetcar: 2-mile streetcar line serving Capitol Hill, First Hill and International District with connections to Link Light Rail, Sounder commuter rail and bus service. | SDOT | 2014 | Yes | ✓ | ✓ |
| Link Light Rail: Extension of the regional light rail system. All segments are funded in ST2, but the year of completion may vary depending on revenue available to fund construction. The segments include: | Sound Transit | | | | |
| North—University District and Capitol Hill | | 2016 | Yes | ✓ | ✓ |
| North—Northgate | | 2021 | Yes | ✓ | ✓ |
| North—Lynnwood | | 2023 | Yes | ✓ | ✓ |
| East—Bellevue and Redmond | | 2023 | Yes | ✓ | ✓ |
| South—Extension to S 200th Street | | 2016 | Yes | ✓ | ✓ |
| South—Extension to Kent-Des Moines Road | | 2023 | Yes | ✓ | ✓ |
| 23rd Avenue Transit Priority Corridor Improvement: 23rd Avenue Urban Village Transit Network (UVTN) Corridor from John to Jackson Streets | SDOT | 2013 | Yes | ✓ | ✓ |

Table 3.7-2 (Continued)
Transportation Improvement Projects

| Project Description | Responsible Agency | Expected Completion Date | Funded? ¹ | Assumed in Analysis? ² | |
|--|---------------------------|--------------------------|----------------------|-----------------------------------|------|
| | | | | 2023 | 2040 |
| Madison High Capacity Transit (HCT): Electric trolley buses (ETBs) serving First Hill, the Central Area, and downtown Seattle with connections to the First Hill Streetcar, ferry service at the Colman Dock Ferry Terminal, and bus service. This is currently in the study phase. | SDOT | Unknown | Partial | | |
| SR 520 Bridge Replacement: Construction of a new SR 520 floating bridge with two general purpose lanes and one High Occupancy Vehicle (HOV)/transit lane per direction. Transit and non-motorized transportation projects between SR 202 and I-5. The eastside and floating bridge segments are funded. The west side projects in the Montlake Interchange vicinity are not funded. | WSDOT | 2015 | Partial | ✓ | ✓ |
| Electric Trolleybus Fleet Replacement: King County Metro Transit will replace its fleet of 159 trolleybus with modern low-floor vehicles providing more capacity on these routes | King County Metro Transit | 2015 | Yes | ✓ | ✓ |
| 23rd Avenue Corridor Neighborhood Greenway: Creation of a neighborhood greenway between Roanoke Street and Rainer Avenue along either 21st or 22nd Avenues including pavement markings, improved crossings, way-finding, traffic calming and signage. | SDOT | Phase 1: 2014 | Partial | ✓ | ✓ |

Campus Access and Service Vehicle Loading

General vehicular and truck access and circulation patterns to and from the Swedish Cherry Hill campus would not change under No Build conditions. In addition, it is anticipated that the number of service deliveries would remain consistent with existing conditions. With growth in traffic along E Cherry Street and E Jefferson Street, access to the off-street parking facilities and loading areas along 16th Avenue and 18th Avenue could become more challenging as vehicle delays on the minor street approaches increase.

Pedestrian and Bicycle Transportation

By 2023 and 2040, with a reduction in the percentage of SOVs, there could be some increase in walking and biking to campus as employees shift from driving alone to other modes.

There are planned pedestrian or bicycle improvements in the immediate vicinity of Swedish Cherry Hill (see Figure 12 in Appendix C).

There are also a number of transit improvements and development projects within the larger study area and as these occur it is likely that pedestrian facilities (i.e., sidewalks) along the frontages of the development projects would be improved where deficient. Key planned improvements in the study include:

- **13th Avenue/Cherry Street Crosswalk:** A new marked crosswalk would be provided at this intersection.
- **18th Avenue Neighborhood Greenway:** The 2014 Council Adopted Bicycle Master Plan includes a neighborhood greenway along 18th Avenue including the area adjacent to the campus. Neighborhood greenways are located along roadways with low traffic volumes and speeds. The *SDOT Neighborhood Greenway Work Plan, July 2014*, indicates that study related to the 18th Avenue greenway would occur in 2016. The typical cross-section for a neighborhood greenway provides sharrows within the center of the street indicating a shared bicycle/auto travel way, speed humps to slow vehicles, and sidewalks on both sides.
- **First Hill Streetcar:** Existing sidewalks will be maintained as part of this project; however, crosswalk enhancements will be added to provide connections to the streetcar including five signalized pedestrian crossings along Broadway, E Yesler Way, and S Jackson Street and improve pedestrian curb ramps along the route to comply with ADA requirements. In addition, bicycle facilities are being upgraded along the entire streetcar route including changing sharrows to bicycle lanes along 14th Avenue S and E Yesler Way, and adding a two-way cycle track along Broadway. Bicycle boxes would also be provided at intersection providing a designated area for bicycles to wait at traffic signals.
- **23rd Avenue Corridor Neighborhood Greenway:** This project would create a greenway on either 21st or 22nd Avenues E. Features of the greenway could include pavement markings, improved crossings, way-finding, traffic calming and signage. The planning process is underway for this project and it is anticipated that Phase 1 would be implemented in 2014 providing a greenway between S Jackson Street and E John Street.

Along with these specific improvements in the study area, the Bicycle Master Plan identifies neighborhood greenways along 22nd Avenue E between S Jackson Street and north of E Union Street, E Columbia Street between Broadway and 29th Avenue, and E Alder Street/Spruce Street Broadway to 31st Avenue, bike lanes or cycle tracks along Union Street Broadway to Martin Luther King Way, E Cherry Street between 22nd Avenue and 24th Avenue, and a neighborhood greenway or bike lane along E Cherry Street between Broadway and 13th Avenue. The City's Pedestrian Master Plan identifies high priority areas for making pedestrian improvements. Priority corridors within the study area are Cherry Street between Broadway and 23rd Avenue, 12th Avenue between Yesler Way and E Denny Way, and E Jefferson Street between Broadway and 23rd Avenue.

Transit/Shuttle Services

The No Build evaluation assumes a 50 percent SOV rate and a 5 percent increase in transit use as a result of employees shifting from SOVs to alternative modes. It is assumed transit use by Swedish employees would increase by 5 percent in both 2023 and 2040 for the No Build conditions. In addition, it is assumed that general ridership (i.e., non-Swedish employee ridership) would increase by 1 percent per year.

As described in the Street System section, there are a number of transit improvements within the study area including the First Hill Streetcar, the Link Light Rail, 23rd Avenue UVTN corridor, and the electronic trolleybus fleet replacement. As discussed in Subsection 3.7.2 Affected Environment, service cuts and changes to bus service are anticipated in late 2014. For the bus routes directly serving Swedish Cherry Hill at E Jefferson Street, the following services changes are anticipated and are accounted for in the capacity calculations³:

- **Route 3** – Frequency would be doubled changing from the existing 20-minute headways to 10-minute headways during the weekday AM and PM peak periods and service would be extended to Seattle Pacific University. The intention of increasing transit frequency along this route is to provide additional capacity for riders who are currently served by Route 4.
- **Routes 4 and 211** – These routes would be eliminated.
- **Route 64** – Service would be reduced by two morning trips and two afternoon trips.
- **Route 193** – The part of the route that serves Tukwila Park-and-Ride would be eliminated and service would be revised to connect to north part of downtown Seattle. Afternoon service would be reduced by one trip.

Route 27 is planned to be eliminated but was not included in the capacity calculations, only routes that serve along Jefferson Street were included in the capacity calculations. Similarly, Route 84 will be eliminated but was not included in the capacity calculations as it does not serve during the peak hours.

The bus service at the Swedish Cherry Hill E Jefferson Street stops was evaluated consistent with the methodology described in the Affected Environment. Instead of a route-by-route analysis, the total capacity and ridership at the Swedish Cherry Hill campus E Jefferson Street bus stops were evaluated as it is difficult to predict exactly which routes future riders would chose.

The evaluation of No Build 2023 and 2040 bus transit considered the following:

- Changes in transit capacity may result from the service modifications identified above. The analysis assumes that riders of the routes that could be eliminated would shift to one of the remaining routes serving the Swedish Cherry Hill campus.
- By 2023 and 2040, No Build ridership is assumed to increase by 1 percent per year based on annual growth in King County Metro transit boarding between 2009 and 2012.
- A 5 percent increase in Swedish employee transit use is assumed due to the mode shift with the achievement of a 50 percent SOV rate. A portion of Swedish transit riders could be using other transit modes such as rail, ferry, or connecting with bus service at a different location; however, the evaluation conservatively assumes that all of the increase in transit would use bus service.

³ Summary of Proposed Service Reductions, King County Metro Transit, <http://metro.kingcounty.gov/am/future/PDFs/changes/service-reduction-summary.pdf>, Accessed: February 13, 2014.

Figures 12 and 13 in Appendix C provide a comparison of existing and No Build passenger loads and remaining capacity during the weekday AM and PM peak periods. The AM Peak Period Transit Capacity and Ridership figure (Figure 12) shows that the bus passenger load would increase from an existing 1,400 AM Peak Period riders to 1,430 riders in 2023, and 1,600 riders in 2040. Transit capacity is anticipated to decrease during the same period from an existing capacity of 5,420 to 5,320 in 2023, and 5,150 by 2040.

In the PM Peak Period (Figure 13), riders would increase from an existing 1,560 to 1,680 by 2023, and 1,870 by 2040. Unlike the AM Peak Period, transit capacity in the PM Peak Period is anticipated to increase from an existing capacity of 5,560, to 5,840 in 2023 and 2040.

In both the AM and PM Peak Periods, even with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service.

As described in the Affected Environment, Swedish Cherry Hill operates an inter-campus shuttle service that serves Swedish First Hill Campus, Swedish Cherry Hill Campus, and the Metropolitan Park offices. This service was assumed to continue in the future. The analysis does not assume any increases in shuttle service; however, as staff and patient populations increase it is likely that the service frequency and/or area would change to accommodate the increased demand. In addition, consideration may be given to providing a connection between Swedish Cherry Hill and the streetcar to supplement service cuts and continue to encourage transit use to and from campus.

Traffic Volumes

Section 4.5 of Appendix C describes the methodology and assumptions used to forecast future No Build 2023 and 2040 traffic volumes. Table 3.7-3 summarizes the trip generation for the existing and No Build conditions. As shown in the table, based on the model and assuming the 50 percent SOV rate, the Swedish Cherry Hill campus would generate less traffic than existing conditions with 424 less daily trips, 27 less AM peak hour trips and 57 less PM peak hour trips under No Build conditions.

**Table 3.7-3
Summary of Swedish Cherry Hill Trip Generation – Existing and No Build**

| Scenario | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|----------------------|-------------|----------------------------|------------|------------|----------------------------|------------|------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Existing | 5,863 | 241 | 165 | 406 | 100 | 477 | 577 |
| No Build | 5,439 | 229 | 150 | 379 | 89 | 431 | 520 |
| Net New Trips | -424 | -12 | -15 | -27 | -11 | -46 | -57 |

Forecast traffic volumes from the following 12 projects (“pipeline projects”) were included in the background traffic projections for No Build 2023 and 2040 which could have some effect on traffic volumes in corridors used by Swedish Cherry Hill drivers:

- Virginia Mason Medical Center MIMP
- Seattle University MIMP
- Swedish Medical Center First Hill MIMP
- Seattle NBA/NHL Arena
- 550 Broadway
- 500 Terry
- 1124 Columbia
- 1414 10th Avenue
- 1424 11th Avenue
- 1111 E Union Street
- Yesler Terrace
- King County’s Children & Family Justice Center

During the AM peak hour, growth attributed to pipeline projects and general increases in background traffic results in traffic volume increases of between 0 and 31 percent in the study area.

- The largest percent increase is forecast along James Street west of Broadway where traffic volumes are anticipated to increase by 31 percent.
- Increases in traffic volumes along Broadway are forecast to be approximately 27 percent. These large increases in background traffic volumes are largely due to the additional traffic associated with the Virginia Mason Medical Center MIMP, Seattle University MIMP, and Yesler Terrace projects.
- Along E Cherry Street peak hour traffic volumes are expected to increase by approximately 120 to 145 vehicles during the weekday AM peak hour period, representing an increase of 16 percent west and east of the Swedish Cherry Hill campus.
- Along E Jefferson Street, weekday AM peak hour traffic volumes are forecast to increase by approximately 50 trips. This represents an increase of approximately 9 percent west of the Swedish Cherry Hill campus and 14 percent east of the Swedish Cherry Hill campus.

During the 2023 weekday PM peak hour, similar to the AM peak hour results, the largest percentage and absolute volume increases are forecast along James Street west of Broadway.

- Weekday PM peak hour traffic volumes are forecasted to increase by approximately 47 percent along James Street west of Broadway (growth associated with the Virginia Mason Medical Center MIMP, Seattle University MIMP, and Yesler Terrace, all contribute to the growth anticipated along this corridor).
- Weekday PM peak hour increases in traffic along Broadway and 12th Avenue are generally consistent with the increases forecasted for the AM peak hour.
- In the immediate vicinity of the Swedish Cherry Hill campus, increases in traffic along E Cherry Street are forecast to be approximately 185 to 200 vehicles, representing a 25 percent increase west of the campus and 29 percent increase east of the campus.

- Along E Jefferson Street in the vicinity of the campus, traffic volumes are forecast to increase by 30 to 45 vehicles during the peak hour, representing an increase of 6 percent west of the campus and 12 percent east of the campus.

The traffic forecasts for the 2040 conditions show a lower growth rate between 2023 and 2040 than identified between the existing to 2023 conditions. This is because the majority of the forecasted growth in traffic for the 2023 conditions is associated with pipeline projects, which results in a higher annual growth rate. The only new pipeline projects in 2040 are the phases of the Virginia Mason Medical Center MIMP that would be completed beyond 2023.

By 2040, during the weekday AM peak hour, study area volumes are expected to increase up to approximately 38 percent above existing traffic volumes.

- Within the immediate vicinity of the campus, traffic volumes along E Cherry Street are forecast to increase by an additional 150 to 180 vehicles above existing levels.
- Along E Jefferson Street, traffic volumes are forecasted to increase by approximately 65 to 70 vehicles. Based on information provided for area-wide pipeline projects, E Cherry Street is forecasted to continue carrying the majority of the east/west traffic through the area.

By 2040, during the weekday PM peak hour, study area volumes are expected to increase by up to approximately 55 percent above existing traffic volumes.

- In the vicinity of the Swedish Cherry Hill campus, traffic volumes along E Cherry Street are forecast to increase by approximately 215 to 240 vehicles during the weekday PM peak hour as compared to existing traffic volumes.
- Along E Jefferson Street, traffic volumes are forecasted to increase by approximately 40 to 60 vehicles.

Traffic Operations

Intersection Operations

Under the No Build conditions, there would be a continued decline in intersection level of service within the study area.

- Under existing conditions, approximately 80 percent of the study intersections currently operate at LOS C or better. During the weekday AM and PM peak hours, all study area intersections operate at LOS D or better with the exception of two, 12th Avenue/E Marion Street (side street approaches operate at LOS F during the PM peak hour) and 13th Avenue/E Cherry Street (side street approaches operate at LOS E during the PM peak hour) intersections.
- By 2023, during both the AM and PM peak hours, four intersections would operate at LOS E or worse.

- By 2040, continued growth in background traffic volumes would result in two additional intersections operating at LOS E or worse during the PM peak hour and four continuing to operate at LOS E or worse during the AM peak hour. One of the intersections operating at LOS E or worse under 2040 conditions is the 16th Avenue/E Cherry Street which is projected to operate at LOS E during the weekday AM peak hour.

As a result of the increases in traffic associated with background growth and pipeline traffic, delays for the minor street approaches in the immediate vicinity of the campus are expected to increase accordingly.

- During weekday AM peak hour, intersections along E Cherry and E Jefferson Streets are forecast to operate at LOS D or better under both No Build 2023 and 2040 conditions except for the unsignalized intersection of 16th Avenue/E Cherry Street.
- The unsignalized intersection of 16th Avenue/E Cherry Street would operate at LOS E due to the anticipated increases in traffic volumes along E Cherry Street.
- During the weekday PM peak hour under both No Build 2023 and 2040 conditions, the 13th Avenue/E Cherry Street intersection would operate at LOS E due to the anticipated increases in traffic volumes along E Cherry Street.

Corridor Operations

As shown in Table 3.7-4, for corridors that are already constrained and congested, only small differences in travel times or average speeds would occur between existing and No Build conditions.

- Average speed would be reduced by 1-mph along James Street in the westbound direction in both the AM and PM peak hours and in the eastbound direction in the PM peak hour with No Build 2023 and 2040 growth conditions.
- Average travel time would increase by 1-minute in the westbound direction during the PM peak hour under No Build 2040 conditions.
- Along E Cherry Street, average speeds would decrease by 2- to 3-mph in the westbound direction during the weekday PM peak hour under 2023 and 2040 No Build.
- In the eastbound direction along E Cherry Street, weekday AM and PM peak hour speeds along E Cherry Street in the eastbound direction would increase by 5 mph and travel time would decrease by over 30 seconds under both the 2023 and 2040 No Build conditions. This change in speed and slight reduction in travel time is due to the optimization of signal timing for future conditions.

**Table 3.7-4
No Build Weekday Peak Hours Corridor Travel Time Analysis**

| Segment | Direction | Existing | | 2023 | | 2040 | |
|--|-----------|---------------------------------|---------------------|--------------------|---------------------|--------------------|---------------------|
| | | Travel Time (m:ss) ¹ | Average Speed (mph) | Travel Time (m:ss) | Average Speed (mph) | Travel Time (m:ss) | Average Speed (mph) |
| AM Peak Hour | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:17 | 7 | 04:12 | 7 | 04:24 | 7 |
| | WB | 03:31 | 9 | 03:31 | 9 | 03:34 | 9 |
| E Cherry Street (Broadway to 18th Ave) | EB | 05:22 | 10 | 04:19 | 12 | 04:09 | 13 |
| | WB | 03:01 | 12 | 02:59 | 12 | 02:53 | 13 |
| PM Peak Hour | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:03 | 8 | 04:11 | 7 | 04:11 | 7 |
| | WB | 05:40 | 6 | 06:30 | 5 | 05:52 | 6 |
| E Cherry Street (Broadway to 18th Ave) | EB | 02:29 | 14 | 01:51 | 19 | 01:51 | 19 |
| | WB | 02:43 | 13 | 03:10 | 11 | 03:11 | 11 |

1. m:ss = minutes:seconds

Traffic Safety

Growth in background traffic is forecast on both E Cherry Street and E Jefferson Street. On E Cherry Street, in the vicinity of the campus, 2040 weekday PM peak hour traffic volumes are forecast to increase by 29 to 34 percent depending on the roadway segment. Similarly, along E Jefferson Street, by 2040 traffic volumes are forecast to increase by 8 to 16 percent during the weekday PM peak hour. While there is not a direct relationship between anticipated future accidents and traffic volumes, absent a specific hazard, it is reasonable to expect that the number of accidents could increase in some relation to the increase in traffic volumes. Delays for vehicles entering E Cherry Street or E Jefferson Street from unsignalized approaches are forecast to increase. Depending on specific circumstances, this could result in driver impatience, which could result in more aggressive driving maneuvers.

These same traffic conditions could impact pedestrian and bicycle safety, especially safety in crossing arterials at unsignalized intersections. The unsignalized intersection of 16th Avenue/E Cherry Street has been identified as needing pedestrian and vehicle improvements. Safety issues are primarily related to the sight distance limitations at this intersection for vehicles turning from 16th Avenue onto E Cherry Street. With increases in traffic projected along E Cherry Street, existing conflicts between vehicles and pedestrians trying to cross or access E Cherry Street would increase.

Similar characteristics would exist at other unsignalized intersections along the E Cherry Street and to a lesser degree along the E Jefferson Street corridor, simply by the nature of the lower traffic volumes along the E Jefferson Street corridor.

Parking

The analysis of the No Build scenario assumes achievement of a 50 percent SOV rate for employees by 2023 and 2040. The achievement of the 50 percent SOV rate would result in a reduction in campus parking demand as employees switch from SOVs to other mode choices such as carpool, vanpool, transit, walking or bicycling.

No Build peak parking demand was developed consistent with the trip generation method. The peak parking demand was projected by decreasing the SOV rate to 50 percent for other staff and general employees and considered the resulting increases in carpool and vanpool. Table 3.7-5 provides a comparison between the existing and No Build parking demand.

**Table 3.7-5
Swedish Cherry Hill Estimated Parking Demand for
Existing and No Build Conditions**

| Facilities | Existing | No Build (2023 & 2040) |
|-----------------------------|--------------|---------------------------|
| Hospital | 570 | 529 |
| Clinic/Research | 385 | 354 |
| Education | 40 | 40 |
| Hotel | 4 | 4 |
| Long-Term Care | 41 | 40 |
| Other Support Facilities | 53 | 47 |
| Total Parking Demand | 1,093 | 1,014 |

It was assumed that No Build off-street parking supply would remain at current levels, 1,510 spaces. Under No Build conditions, the projected parking demand of 1,014 vehicles could be fully accommodated in off-street parking on the campus.

As discussed previously, there is some level of parking that occurs on-street in the surrounding neighborhood. On-street utilization in the neighborhoods surrounding the campus is nearing capacity through a combination of neighborhood and campus related demands. If all of the No Build parking associated with Swedish Cherry Hill occurred on-campus, the overall utilization of the off-street (on-campus) parking would be 67 percent, which would still provide capacity to accommodate additional future demand.

3.7.3.2 Alternative 8

The impact analysis of Alternative 8 assumes a mode-split performance of 50 percent SOV consistent with the No Build condition. Table 3.7-6 provides a summary of land use assumptions for the short- (2023) and long- (2040) term horizon years. The level of development assumed by the 2023 horizon year includes the development of approximately 2.3 million gross SF. The build-out of the MIMP under Alternative 8 would result in 3.1 million gross SF of development.

**Table 3.7-6
Swedish Cherry Hill Land Use Summary
Alternative 8**

| Facilities | No Build/Existing (Gross SF) | Alternative 8 | |
|--------------------------|---------------------------------|----------------------|----------------------|
| | | 2023 (Gross SF) | 2040 (Gross SF) |
| Hospital | 541,300 (196 beds) | 1,014,000 (290 beds) | 1,350,000 (385 beds) |
| Clinic/Research | 427,000 | 1,014,000 | 1,250,000 |
| Education | 73,000 | 100,000 | 150,000 |
| Hotel | 12,500 | 40,000 | 80,000 |
| Long-Term Care | 43,000 (99 beds) | 93,000 (149 beds) | 220,000 (220 beds) |
| Other Support Facilities | 50,000 | 50,000 | 50,000 |
| Total | 1,146,800 | 2,311,000 | 3,100,000 |

Street System

The street system for Alternative 8 would be the same as those described under Alternative 1 - No Build with no major changes to the local circulation proposed as part of the MIMP.

Campus Access and Service Vehicle Loading

Figure 3.7-3 identifies the location of proposed parking lots, garages, campus access points, circulation patterns, and service vehicle loading areas. The same access points and circulation patterns are proposed for all Build Alternatives (8, 9, and 10).

- Access to parking facilities would be located along 15th and 16th Avenues E similar to the locations that exist today. The proposal is not anticipated to increase the number of access points to parking along 15th and 16th Avenues.
- New underground parking of approximately 490 parking spaces would be developed along the east side of 18th Avenue replacing the existing surface lots. Only one garage entrance/exit is proposed to the new parking garage along the east side of 18th Avenue have, resulting in a decrease in access points as compared to the number of existing curb cuts on the east side of 18th Avenue. While the overall circulation and access patterns associated with the campus would generally stay the same, the new underground parking garage on 18th Avenue would result in a shift of travel patterns with more activity focused on the east side of campus. Access to parking will be further evaluated when a specific project is proposed identifying the specific access locations and proposed project uses.
- Emergency vehicle access would remain in its current location with the emergency department adjacent to 16th Avenue; however, emergency patient parking could be expanded to the 15th/16th Avenue garage.

- One additional service/loading area would be provided for a total of six service/loading points. The two existing loading docks on 16th Avenue and 18th Avenue would remain and an additional loading dock would be added along 15th Avenue for a total of three loading docks. The service areas would be reconfigured by removing the existing service area for the Seattle Rehabilitation Center (if this property is redeveloped) and adding a new service area within the 18th Avenue garage.

Delivery volume will increase as a result Alternative 8, which may result in larger deliveries, increased frequency of deliveries, changes to delivery hours, and longer dwell times. The additional delivery volume due to the expansion would be accommodated at the new dock along 15th Avenue or new service entrance along 18th Avenue or through increased activity at the existing docks. Impacts on dock activity and service entrances depend on the specific nature and location of projects. A more detailed evaluation of loading areas including truck access, and truck maneuvers, and the required number of loading berths would occur at the project level.

The MIMP seeks relief from City code requirements for loading berths to allow for the consolidation of facilities and reduce the number of loading berths required by code. The quantity and size of loading berths cannot be evaluated at this stage. What is known is that truck traffic along E Cherry Street, E Jefferson Street, 16th Avenue, and 18th Avenue would likely increase. With the proposed 3,100,000 gross SF of building area served, a total of 88 loading berths would be needed on campus to meet the code requirement for 'high demand' uses as described in SMC 23.54.035. The existing campus is 1,146,800 gross SF and adequately served by two loading areas and three loading berths for a ratio of approximately 0.003 berths per 1,000 gross SF. Applying this ratio to the proposed 3,100,000 SF of development would result in a future need for nine loading berths. Given the range between estimated future needs and the code requirement, additional analysis at the project level will be required to more accurately assess operational needs and establish appropriate loading berth quantities and sizes.

The arterial routes used by trucks to access Swedish Cherry Hill are not anticipated to change from existing conditions. Truck traffic serving Swedish Cherry Hill will likely increase. Deliveries could shift to off-peak hours and night deliveries could increase as vendors seek to minimize delivery costs by avoiding congested time periods. It is recommended that deliveries be scheduled to minimize the impact to the adjacent street system (i.e., limit trucks waiting on-street to access loading areas) and neighborhood.

Similar to parking access, access to loading should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street. The location and access to future loading areas should be evaluated when a specific project is proposed to ensure that loading facilities:

- Are adequately sized and consolidated when possible
- Traffic impacts and impacts to pedestrian circulation are identified and mitigated
- Locate accesses on minor streets where possible
- Are designed to minimize or preferably eliminate the need to make backing maneuvers within public rights of way or block sidewalks

These elements can be further defined in a campus wide dock management plan targeted at minimizing impacts to the community.

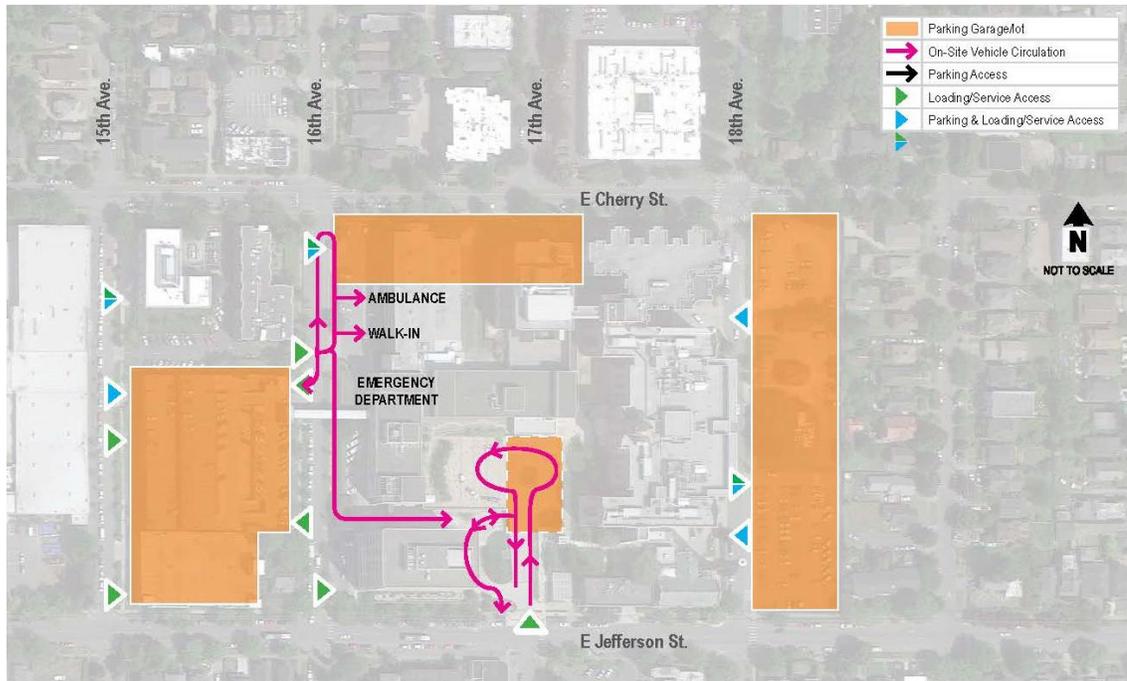


Figure 3.7-3

Alternatives 8, 11 and 12 Access and Circulation Routes

Pedestrian and Bicycle Transportation

There are existing sidewalks surrounding the campus, and sidewalk connections to and from the surrounding on-street parking and transit stops. Where it bisects the Swedish Cherry Hill campus, 18th Avenue has been identified as a potential neighborhood greenway in the 2014 Council Adopted Bicycle Master Plan, providing enhancements for pedestrians and bicyclists. A Greenway, as envisioned by the City, is a facility where signs and pavement markings are used to guide people along the route and speed and volume management techniques are used to discourage vehicular traffic, making this a more desirable travel route for bicyclist and pedestrians.

Swedish has proposed to create a “health walk” or walking path around the Swedish Cherry Hill campus along 15th Avenue, E Cherry Street, 18th Avenue, and E Jefferson Street. Along 18th Avenue, the health walk could be incorporated into the proposed neighborhood greenway. A direct pedestrian connection is proposed through the campus that would connect 17th Avenue

between E Cherry and Jefferson Streets. The pedestrian environment would also be enhanced along the E Cherry Street frontage with improved sidewalks and landscaping as well as public open green spaces with seating areas.

With the additional and expanded facilities on campus, the number of pedestrians on campus and those circulating to and from transit facilities and parking is anticipated to increase. Future bicycle facilities on the arterials adjacent to the campus under the new MIMP would be similar to existing conditions. No modification to the adjacent street system is anticipated with the proposed development. The MIMP acknowledges potential development of the 18th Avenue greenway; however, the existing curb lines are maintained since the specific cross-section for the 18th Avenue greenway is unknown. The proposed 18th Avenue cross-section would not preclude future development of the neighborhood greenway.

Swedish currently has a loading dock and a separate service entrance on the west side of 18th Avenue with curb cuts and driveways that cross through the existing sidewalk. The 18th Avenue loading area currently has approximately 102 deliveries throughout the day, and the service entrance (near the Central Utility Plant) has 8 deliveries per day. Deliveries are generally scheduled outside of the peak period to minimize conflict with other modes. The number of deliveries at the 18th Avenue loading area is anticipated to be similar to existing conditions, but the size of the load per truck would likely increase and dwell times could be longer.

The 18th Avenue greenway could increase the number of conflicts between bicyclists with vehicular access to the Swedish Cherry Hill loading and service delivery areas and the new parking garage access. Although the MIMP would reduce the number of driveways along the east side of 18th Avenue between E Cherry and Jefferson Streets, the intensity of vehicular traffic to and from the access points along the east side of 18th Avenue would increase. The garage is forecasted to have approximately 90 to 160 vehicles during the AM and PM hour peak hours, which means traffic levels would approximately double when compared to existing conditions. The parking garage would cause greater and more frequent conflicts with the pedestrian and bicycle facilities than the loading area.

The 18th Avenue neighborhood greenway is still in the planning process; the SDOT *Neighborhood Greenway Work Plan*, July 2014, indicates study related to the 18th Avenue greenway would occur in 2016. It is possible through the outreach process other alternatives may be considered. Consideration may be given to providing the neighborhood greenway along a lower volume street such as 19th Avenue where traffic volumes are lower and it would be located outside the MIO Boundary.

The Swedish Cherry Hill campus currently provides bicycle racks for visitors and employees. In addition, lockers and showers are provided to employees. These amenities would continue with the MIMP. The SMC requires medical institutions to provide bicycle parking equivalent to 2 percent of the employees, including doctors. Based on future population projection of 6,545 employees in 2040, the plan would require 131 bicycle parking spaces by 2040. The campus

currently provides 132 bicycle parking spaces; therefore, bicycle parking code requirements for the proposal are already satisfied.

Transit/Shuttle Services

With the increase in population, transit ridership would increase with Alternative 8.

As described in the No Build condition, there are planned transit improvements as well as potential service cuts. Similar to the No Build condition, an evaluation of transit in the vicinity of Swedish Cherry Hill was conducted to understand the impacts of Alternative 8 on the bus service. This evaluation takes into consideration service changes and ridership increases described as part of the No Build analysis.

A portion of Swedish transit riders could be using other transit modes such as rail, ferry, or connecting with bus service at a different location. This analysis assumes that all of the projected increase in transit ridership as a result in the growth associated with Alternative 8 would use the bus service. An evaluation was conducted for both the 2023 and 2040 conditions during the weekday AM and PM peak periods.

Figures 24 and 25 in Appendix C provide a comparison of No Build and Alternative 8 passenger loads and remaining capacity during the weekday AM and PM peak periods. The AM Peak Period Transit Capacity and Ridership figure (Figure 24) shows that the bus passenger load would increase from an existing 1,400 AM Peak Period riders to 1,650 riders in 2023 (as compared to 1,430 for the No Build), and 1,970 riders in 2040 (as compared with 1,600 riders for the No Build). Transit capacity is anticipated to decrease during the same period from an existing capacity of 5,420 to 5,150 in 2023 and 2040.

In the PM Peak Period (Figure 25), riders would increase from an existing 1,560 to 2,080 by 2023 (as compared to 1,680 for the No Build), and 2,620 riders by 2040 (as compared to 1,870 for the No Build). Unlike the AM Peak Period, transit capacity in the PM Peak Period is anticipated to increase from an existing capacity of 5,560, to 5,840 in 2023 and 2040. In both the AM and PM Peak Periods, even with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service.

The existing campus transit stops along E Jefferson Street should be enhanced. Enhancements could include expansion of the covered waiting area and seating capacity for passengers, installation of pedestrian scale lighting, extension of the passenger boarding loading area to accommodate space for two buses in the loading zone, installation of Real Time Information Sign (RTIS) to alert waiting passengers of bus arrival times, including electric conduit for a transit information kiosk, or accommodation for the electricity to signs on a free standing pole.

The inter-campus shuttle service that serves Swedish First Hill Campus, Swedish Cherry Hill Campus, and the Metropolitan Park offices is assumed to continue in the future. The analysis does not assume any increases in shuttle service; however, as staff and patient populations

increase it is likely that the service frequency, routing and/or area would change to accommodate the increased demand. Consideration should be given to providing a connection between Swedish Cherry Hill and the streetcar and light rail to supplement service cuts and continue to encourage transit use to and from campus and better integrate with regional transit improvements.

Traffic Volumes

Table 3.7-7 summarizes the trip generation for the existing and future conditions. As shown in the table, based on the model, the Swedish Cherry Hill campus would generate 5,439 daily trips with 379 occurring during the AM peak hour, and 520 occurring during the PM peak hour under No Build conditions. The short-term or Phase 1 development would increase trips by 2,855 net new daily trips with 198 new trips occurring during the AM peak hour and 264 new trips occurring during the PM peak hour. In addition, the build-out of Alternative 8 would increase trips by 5,814 net new daily trips with 409 new trips occurring during the AM peak hour and 565 new trips occurring during the PM peak hour, compared to No Build trip volumes. Some of the increases in building area are proposed to bring facilities up to modern standards or “right-size” the facility. Although building area nearly triples, population and associated trips do not increase proportionally since modern standards typically include more square-footage per employee or patient.

**Table 3.7-7
Swedish Cherry Hill MIMP Trip Generation
Alternative 8**

| Alternative | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|--|---------------|----------------------------|------------|------------|----------------------------|------------|--------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| No Build | 5,439 | 229 | 150 | 379 | 89 | 431 | 520 |
| Short-term (2023) – Alternative 8 | | | | | | | |
| <i>Net New Trips</i> | 2,855 | 126 | 72 | 198 | 49 | 215 | 264 |
| Total Trips | 8,294 | 355 | 222 | 577 | 138 | 646 | 784 |
| Build-out (2040) – Alternative 8 | | | | | | | |
| <i>Net New Trips</i> | 5,814 | 248 | 161 | 409 | 98 | 467 | 565 |
| Total Trips | 11,253 | 477 | 311 | 788 | 187 | 898 | 1,085 |

Traffic Operations

During the weekday AM peak hour, within the immediate vicinity of the campus, intersections along E Cherry and E Jefferson Streets are expected to operate at LOS D or better under 2023 conditions except for two unsignalized intersections, 14th Avenue/E Jefferson Street and 16th Avenue/E Cherry Street.

- The 14th Avenue/E Jefferson Street intersection would operate at LOS E due to the anticipated increases in traffic volumes along both 14th Avenue and E Jefferson Street.

The 16th Avenue/E Cherry Street intersection operates at LOS E due to anticipated growth in volumes at the intersection.

By 2040, during the weekday AM peak hour, the 15th Avenue/E Cherry Street intersection would also degrade to LOS E and the 14th Avenue/E Jefferson Street and 16th Avenue/E Cherry Street intersections would degrade to LOS F. These operations are related to the overall increases in traffic volumes along both E Cherry Street and E Jefferson Street.

During the weekday PM peak hour (under 2023 conditions) intersections along E Cherry and E Jefferson Streets operate at LOS D or better, with the exception of four intersections: 13th Avenue/ E Cherry Street, 15th Avenue/E Cherry Street, 16th Avenue/E Cherry Street, and 14th Avenue/E Jefferson Street.

- These four intersections are stop controlled, 13th, 15th, and 16th Avenue along E Cherry Street being two-way stop controlled and 14th Avenue / E Jefferson Street being a four-way stop controlled intersection.
- The 15th Avenue/E Cherry Street, 16th Avenue/E Cherry Street, and 14th Avenue/E Jefferson Street intersections would operate at LOS E and the 13th Avenue/E Cherry Street intersection would operate at LOS F due to increased project volumes through these intersections.

Increases in traffic volumes of up to 43 percent along E Cherry and E Jefferson Streets would make it progressively more challenging for side-street traffic to enter the traffic stream. By 2040, during the weekday PM peak hour with the development of Alternative 8, intersections along E Cherry and E Jefferson Streets are projected to operate at LOS D or better, with the exception of four intersections, the three intersections previously mentioned as well as 16th Avenue/ E Cherry Street. The three intersections along E Cherry Street are two-way stop controlled and the 14th Avenue/E Jefferson Street intersection is four-way stop controlled. All four intersections operate at LOS F as a result of increases in traffic volume with the proposed expansion.

Along E Cherry Street traffic signals exist at the 14th Avenue/E Cherry Street and 18th Avenue/E Cherry Street intersections. These traffic signals provide an opportunity to utilize a signal controlled intersection to exit from the neighborhood, if the unsignalized intersection approaches exceed the delay tolerance for a driver. The two existing signalized intersections are projected to operate at LOS C or better during the weekday AM and PM peak hours in 2040.

Intersection Operations

During the weekday AM peak hour, compared to the No Build Conditions, Alternative 8 would result in two additional intersections operating at LOS F in 2023, and two locations degrading from LOS E to LOS F in 2023.

- **14th Avenue/E Jefferson Street** – Under No Build conditions, this intersection is forecast to operate at LOS D during the AM peak hour. With the development of Alternative 8, this intersection would degrade to LOS E during the AM peak hour. This

intersection is currently controlled by an all-way stop. Under 2023 build conditions, traffic volumes are expected to increase by 6 percent during the weekday AM peak hour.

- **15th Avenue/E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS D under No Build 2023 conditions to LOS E under Alternative 8 2023 conditions during the weekday AM peak hour. Traffic volumes on the northbound approach are relatively low with a total weekday AM peak hour volume of approximately 60 vph, and the proposed expansion is anticipated to result in an approximately 8 percent increase in overall traffic volumes at this location.
- **16th Avenue/E Cherry Street** – During the weekday AM peak hour, the level of service for the northbound approach would degrade from LOS E to LOS F with development of Alternative 8. The LOS F operations are associated with the increased traffic volumes on the northbound approach combined with the additional east/west traffic on E Cherry Street. Traffic volumes on the northbound approach are relatively low with a total weekday AM peak hour volumes of approximately 50 vph. The expansion is anticipated to result in an approximately 6 percent increase in overall traffic volumes at the intersection for the weekday AM peak hour.
- **14th Avenue/S Jackson Street** – This signalized intersection is projected to operate at LOS F during the weekday AM peak hour under Alternative 8 conditions. As discussed previously, poor operations are related to signal operations as a result of the streetcar. The proposed expansion would increase traffic at this intersection by approximately 1 percent during the AM peak hour resulting in an increase in intersection delay of approximately 7 seconds during the AM peak hour.

During the weekday PM peak hour, the addition of traffic associated with Alternative 8 would result in three intersections degrading from LOS D to LOS E, one degrading from LOS D to LOS F, and one intersection degrading from LOS E to LOS F.

- **Broadway/James Street** – During the weekday PM peak hour, operations at this signalized intersection would degrade from LOS D under No Build 2023 conditions to LOS E with development of Alternative 8. During the weekday AM peak hour, LOS E operations would continue for both No Build and Alternative 8 conditions. Alternative 8 would result in a less than 5-second increase in overall delay at the Broadway/James Street intersection.
- **13th Avenue/E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS E under No Build 2023 conditions to LOS F with Alternative 8 during the weekday PM peak hour. Alternative 8 is anticipated to add approximately 15 seconds of delay.
- **14th Avenue/E Jefferson Street** – With the development of Alternative 8, this intersection would degrade to LOS E during the AM peak hour. This intersection is currently controlled by an all-way stop. Under 2023 build conditions, traffic volumes are expected to increase by 8 percent during the weekday PM peak hour.

- **15th Avenue/E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS D under No Build 2023 conditions to LOS F under Alternative 8 2023 conditions during the weekday PM peak hour. Traffic volumes on the northbound approach are relatively low with a total weekday PM peak hour volume of approximately 90 vph and the proposed expansion is anticipated to result in an approximately 12 percent increase in overall traffic volumes at this location.
- **16th Avenue/E Cherry Street** – During the weekday PM peak hour, the LOS for the northbound approach would degrade from LOS E to LOS F with development of Alternative 8. The LOS F operations are associated with the increased traffic volumes on the northbound approach combined with the additional east/west traffic on E Cherry Street. Traffic volumes on the northbound approach are relatively low with a total weekday AM peak hour volumes of approximately 50 vph. The expansion is anticipated to result in an approximately 6 percent increase in overall traffic volumes at the intersection for the weekday AM peak hour.

In 2040, compared to the No Build conditions, Alternative 8 would result in two intersections degrading from LOS D to F and one from LOS E to F during the weekday AM peak hour and three intersections degrading from LOS D to LOS F, one from LOS D to E, and one from LOS E to F during the weekday PM peak hour.

- **13th Avenue/E Cherry Street** – Operations of the northbound approach of this unsignalized intersection would degrade from LOS E under No Build 2040 conditions to LOS F under Alternative 8 2040 conditions during the weekday PM peak hour. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 70 and 95 vph during the weekday PM peak hour under 2040 conditions. Alternative 8 would result in an increase in overall traffic volumes of approximately 20 percent at the 13th Avenue/E Cherry Street intersection in 2040 during the weekday PM peak hour.
- **15th Avenue/E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS D under No Build 2040 conditions to LOS F under Alternative 8 2040 conditions during the weekday AM and PM peak hour. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 25 and 125 vph during the weekday PM peak hour under 2040 conditions and Alternative 8 would result in an approximately 24 percent increase in traffic volumes at this intersection. Similarly, during the weekday AM peak hour, the northbound and southbound traffic volumes range between 25 and 70 vph under 2040 conditions and Alternative 8 would result in an approximately 16 percent increase in traffic volumes at this intersection.
- **16th Avenue/E Cherry Street** – The operations on the northbound approach of this unsignalized intersection would degrade from LOS E and D under No Build 2040 conditions during the weekday AM and PM peak hours, respectively, to LOS F under Alternative 8 2040 conditions during both the weekday AM and PM peak hours. The LOS F operations are related to the increases in traffic volumes along Cherry Street with approximately 60 to 150 northbound left-turns during the AM and PM peak hours.

During the weekday AM and PM peak hours in 2040, overall traffic volumes would increase by approximately 15 to 20 percent, respectively, at 16th Avenue/E Cherry Street with the development of Alternative 8.

- **14th Avenue/E Jefferson Street** – Under No Build conditions, this intersection is forecast to operate at LOS D during both the AM and PM peak hours. With the development of Alternative 8 this intersection degrades to LOS F during both the AM and PM peak hours. This intersection is currently controlled by an all-way stop. Under 2040 build conditions, traffic volumes are expected to increase by approximately 13 to 19 percent during the AM and PM peak hours, respectively.
- **23rd Avenue/E Yesler Way** - Under No Build 2040 conditions, this intersection is anticipated to operate at LOS E during the weekday AM peak hour and LOS D during the weekday PM peak hour. With the development of Alternative 8, this intersection would operate at LOS E during both the weekday AM and PM peak hours. Alternative 8 would increase delay by approximately one second during the weekday AM and PM peak hours. In addition, Alternative 8 would increase traffic at this intersection by approximately one percent during the weekday AM peak hour and PM peak hours.

Corridor Operations

A comparison of travel times along the James Street and E Cherry Street corridors under No Build and Alternative 8 conditions is provided in Table 3.7-8. With development of Alternative 8, corridor operations would degrade slightly in 2023 with average speed decreasing by 1-mph along both James Street in the westbound direction during the AM peak hour and E Cherry Street in the westbound direction during the PM peak hour. As discussed in the review of No Build 2023 conditions, given the existing capacity constraints along the corridor, changes in travel times and speeds are generally small.

The largest increase in travel time for the 2023 conditions with Alternative 8 would be along James Street in the westbound direction with an increase of approximately 1-minute. Similar conditions would exist during the 2040 conditions, with travel times and average speeds, showing generally small increases and decreases, respectively, as a result of Alternative 8 compared to No Build conditions. The exception is along James Street in the westbound direction during the weekday PM peak hour where travel time would increase by approximately 3 minutes between No Build and Alternative 8 conditions in 2040.

**Table 3.7-8
Weekday Peak Hour Comparison of Travel Times
No Build and Alternative 8**

| Segment | Direction | 2023 Horizon Year | | | | 2040 Horizon Year | | | |
|--|-----------|---------------------------------|-------|---------------------|-------|--------------------|-------|---------------------|-------|
| | | Travel Time (m:ss) ¹ | | Average Speed (mph) | | Travel Time (m:ss) | | Average Speed (mph) | |
| | | No Build | Alt 8 | No Build | Alt 8 | No Build | Alt 8 | No Build | Alt 8 |
| AM Peak Hour | | | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:12 | 04:14 | 7 | 7 | 04:24 | 04:23 | 7 | 7 |
| | WB | 03:31 | 03:45 | 9 | 8 | 03:34 | 04:11 | 9 | 7 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 04:19 | 04:13 | 12 | 12 | 04:09 | 04:13 | 13 | 12 |
| | WB | 02:59 | 03:01 | 12 | 12 | 02:53 | 03:04 | 13 | 12 |
| PM Peak Hour | | | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:11 | 04:11 | 7 | 7 | 04:11 | 04:13 | 7 | 7 |
| | WB | 06:30 | 07:32 | 5 | 5 | 05:52 | 09:06 | 6 | 4 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 01:51 | 01:51 | 19 | 19 | 01:51 | 01:52 | 19 | 19 |
| | WB | 03:10 | 03:29 | 11 | 10 | 03:11 | 03:39 | 11 | 10 |

1. m:ss = minutes:seconds

Traffic Safety

Based on the 3-year accident history, the study area has not experienced an unusually high level of accidents to date except at the James Street/6th Street intersection. As discussed in the Affected Environment, SDOT has identified several HCLs in the vicinity based on 2013 data including 6th Avenue/James Street, 6th Avenue/Cherry Street, Broadway/E Pike Street, 12th Avenue /E Jefferson Street, and 12th Avenue/E Pike Street. The peak hour traffic volume impacts at these intersections are anticipated to be relatively small (i.e., 2 to 4 percent increase in volume at 2023 and 2040) except for at the 12th Avenue /E Jefferson Street intersection where impacts would be higher depending on the level of development. In general, as traffic volumes increase, the potential for traffic safety issues increases proportionately.

Alternative 8 would increase traffic along both E Cherry Street and E Jefferson Street at varying levels. On E Cherry Street, in the vicinity of the campus, 2040 weekday PM peak hour traffic volumes are forecast to increase by 4 to 20 percent depending on the roadway segment. Similarly, along E Jefferson Street, by 2040 traffic volumes are forecast to increase by 8 to 39 percent during the weekday PM peak hour. It would likely become progressively more challenging for side-street traffic at unsignalized intersections to enter the traffic stream. Indicators of this are found in the Traffic Operations described above.

Increased traffic along the E Cherry Street and E Jefferson Street corridor increases the potential for conflicts between pedestrians and vehicles. Along E Cherry Street several signalized crossings are provided at key intersections. Additional signalized crossings could be

considered in the future to provide additional vehicular capacity and pedestrian safety enhancements at key neighborhood connection points. Projects to address intersection capacity and pedestrian/vehicle safety are discussed in the mitigation section 3.7.4 below.

With the improvements related to the First Hill Streetcar, including additional signalized crossings and bicycle lanes, the safety of pedestrian and bicyclist would likely improve along that alignment. In addition, as part of Alternative 8, pedestrian and bicycle enhancements would be provided along the campus frontage as described in Pedestrian and Bicycle Transportation.

Parking

Figure 3.7-3 illustrates the proposed location of off-street parking proposed for all Build Alternatives (Alternatives 8, 11, and 12). The initial phases of development would include construction of the 18th and 16th parking garages, which would constitute the majority of the Swedish Cherry Hill parking. The following describes the code required parking and anticipated parking demand as a result of Alternative 8.

Code Required Supply

The Land Use Code Chapter of the SMC (SMC Chapter 23) establishes a minimum and maximum number of parking stalls allowed for Major Institutions. The calculation of parking code requirements is based on 100 percent of the hospital doctors and other employees present during the peak, which is 71 percent of all other employees. The 71 percent adjustment factor for other employees is based on clinic and hospital shift times.

Table 3.7-9 summarizes the code required parking for Alternative 8 based on the Land Use Code. Projections for staff and patient population are consistent with the trip generation and are based on the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan, May 22, 2014*. As shown in Table 3.7-9, the Land Use Code would require a minimum of 1,935 parking spaces and a maximum of 2,612 spaces with development of Alternative 8.

**Table 3.7-9
Land Use Code Required Parking
Alternative 8**

| Land Use Code Category | Unit | Code Requirement ¹ | Parking Stall Requirement |
|--|-------|-------------------------------|---------------------------|
| Long-term Parking | | | |
| Hospital Based Doctors | 410 | 0.80 stalls | 328 |
| Staff Doctors | 155 | 0.25 stalls | 39 |
| Other Employees Present During Peak | 4,246 | 0.30 stalls | 1,274 |
| Short-term Parking | | | |
| # of Hospital Beds | 484 | 1 stall per 6 beds | 81 |
| Average Daily Outpatients ² | 995 | 1 per five outpatient | 199 |
| Fixed Seats in Auditorium | 140 | 1 stall per 10 seats | 14 |
| Minimum Required Parking Spaces | | | 1,935 |
| Maximum Allowed Parking Spaces (1.35 x Minimum) | | | 2,612 |

1. SMC 23.54.016.

2. There are 385 hospital beds and 99 beds in the Seattle Medical and Rehabilitation Center.

Demand

Table 3.7-10 summarizes the No Build and Alternative 8 parking demand.

**Table 3.7-10
Estimated Parking Demand
Alternative 8**

| Facilities | No Build | Alternative 8 | |
|---------------------------------|--------------|---------------|--------------|
| | | 2023 | 2040 |
| Hospital | 529 | 794 | 1,130 |
| Clinic/Research | 354 | 551 | 700 |
| Education | 40 | 87 | 121 |
| Hotel | 4 | 7 | 11 |
| Long-Term Care | 40 | 59 | 89 |
| Other Support Facilities | 47 | 47 | 47 |
| Total Parking Demand | 1,014 | 1,545 | 2,098 |
| Effective Parking Demand | - | 1,700 | 2,310 |

The current on-campus, off-street parking supply is 1,510 spaces. Table 3.7-10 shows that current parking supply levels, if efficiently utilized, would be adequate to accommodate No Build demands. By 2023 and 2040, additional parking would be needed to accommodate the anticipated parking demand. Relative to the code required parking supply, the anticipated Alternative 8 effective parking demand of 2,310 vehicles by 2040 would be within the range of

the minimum and maximum Land Use Code requirement. The effective parking demand accounts for circulation and turnover within the parking areas.

Existing parking surveys documented some vehicles associated with Swedish Cherry Hill using on-street parking in the surrounding neighborhood. It is expected, without further action to discourage it, this activity would continue in the future, with or without MIMP approval. Given the current level of on-street parking use, the rate of occurrence may decrease as available on-street parking becomes increasingly scarce with additional development in the area. Further TMP measures and/or cooperation with the City parking enforcement would be required to help ensure the constructed onsite parking is used as intended.

3.7.3.3 Alternatives 11 and 12

Alternatives 11 and 12 would include the development of approximately 2.75 million gross SF. The two Alternatives differ in heights and setbacks, with the same level of uses proposed for both Alternatives.

Table 3.7-11 provides a summary of land use assumptions for the short- and long-term horizon years for both Alternatives 11 and 12. As shown in the table, the level of development assumed by the 2023 horizon year results in a total campus development of approximately 2.3 million gross SF. This increase would approximately double the size of the campus. The build-out of Alternatives 11 and 12 would result in 2.75 million gross SF of development.

**Table 3.7-11
Swedish Cherry Hill Land Use Summary
Alternatives 11 and 12**

| Facilities | No Build/Existing (Gross SF) | Alternatives 11 and 12 | |
|--------------------------|---------------------------------|------------------------|----------------------|
| | | 2023 (Gross SF) | 2040 (Gross SF) |
| Hospital | 541,300 (196 beds) | 1,014,000 (290 beds) | 1,350,000 (385 beds) |
| Clinic/Research | 427,000 | 1,014,000 | 1,070,000 |
| Education | 73,000 | 100,000 | 150,000 |
| Hotel | 12,500 | 40,000 | 40,000 |
| Long-Term Care | 43,000 (99 beds) | 93,000 (99 beds) | 93,000 (99 beds) |
| Other Support Facilities | 50,000 | 50,000 | 50,000 |
| Total | 1,146,800 | 2,311,000 | 2,753,000 |

Street System

The street system for Alternatives 11 and 12 would be the same as those described under Alternative 1 (No Build) and for Alternative 8, with no major changes to the local circulation proposed as part of the MIMP.

Campus Access and Service Vehicle Loading

Campus access, circulation, and service vehicle loading would be the same for Alternatives 11 and 12 as described for Alternative 8. As discussed previously, access to parking and loading should be evaluated when a specific project is proposed; with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels for accessing parking and loading/service areas.

As discussed for Alternative 8, the MIMP seeks relief from City code requirements for loading berths to allow for the consolidation of facilities and reduce the number of loading berths required by code. With the proposed 2,753,000 gross SF of building area served, a total of 78 loading berths would be needed on campus to meet the code requirement for 'high demand' uses as described in SMC 23.54.035. Applying the existing 0.003 berths per 1,000 gross SF to the proposed 2,753,000 gross SF of development would result in a future need for 8 loading berths. Additional analysis at the project level will be required to more accurately assess operational needs and establish appropriate loading berth quantities and sizes. The location and access to future loading areas should be evaluated when a specific project is proposed to ensure that loading facilities:

- Are adequately sized and consolidated when possible
- Traffic impacts and impacts to pedestrian circulation are identified and mitigated
- Locate accesses on minor streets where possible
- Are designed to minimize or preferably eliminate the need to make backing maneuvers within public rights of way or block sidewalks

Pedestrian and Bicycle Transportation

Pedestrian and bicycle transportation infrastructure improvements and impacts under Alternatives 11 and 12 would be similar to those described for Alternative 8. The anticipated daily campus population with Alternatives 11 and 12 would be approximately 3 percent less than Alternative 8, which could result in slightly fewer pedestrians and bicyclists associated with the campus development.

Impacts of Alternative 11 and 12 on the proposed 18th Avenue neighborhood greenway would be similar to Alternative 8.

Based on future population projection of 6,390 employees in 2040, the Land Use Code would require 128 bicycle parking spaces by 2040. The campus currently provides 132 bicycle parking spaces; therefore, bicycle parking code requirements for the proposal are already satisfied.

Transit/Shuttle Services

Alternatives 11 and 12 would include the same transit stop enhancements described previously for Alternative 8.

As was done with the analysis for Alternative 8, an analysis was performed for Alternatives 11 and 12 that assumes that all of the projected increase in transit ridership as a result in the growth associated with Alternatives 11 and 12 would use the bus service. An evaluation was conducted for both the 2023 and 2040 conditions during the weekday AM and PM peak periods.

Figures 39 and 40 in Appendix C provide a comparison of No Build and Alternatives 11 and 12 passenger loads and remaining capacity during the weekday AM and PM peak periods. The proposed development by 2023 for Alternatives 11 and 12 is the same as proposed for Alternative 8 (a total of 2.3 million gross SF) and the transit ridership would be the same.

The AM Peak Period Transit Capacity and Ridership figure (Figure 39) shows that the bus passenger load would increase from an existing 1,400 AM Peak Period riders to 1,650 riders in 2023 (as compared to 1,430 for the No Build), and 1,960 riders in 2040 (as compared with 1,600 riders for the No Build and 1,970 riders for Alternative 8). Transit capacity is anticipated to decrease during the same period from an existing capacity of 5,420 to 5,150 in 2023 and 2040.

In the PM Peak Period (Figure 40 in Appendix C), riders would increase from an existing 1,560 to 2,080 by 2023 (as compared to 1,680 for the No Build), and 2,600 riders by 2040 (as compared to 1,870 for the No Build and 2,620 for Alternative 8). Unlike the AM Peak Period, transit capacity in the PM Peak Period is anticipated to increase from an existing capacity of 5,560, to 5,840 in 2023 and 2040.

In both the AM and PM Peak Periods, even with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service.

As described for Alternative 8, the existing campus transit stops along E Jefferson Street should be enhanced as part of Alternatives 11 and 12 to accommodate increased ridership. See Section 8.3 for a discussion of the transit enhancements.

The inter-campus shuttle service that serves Swedish First Hill Campus, Swedish Cherry Hill Campus, and the Metropolitan Park offices is assumed to continue in the future. The analysis does not assume any increases in shuttle service; however, as staff and patient populations increase it is likely that the service frequency, routing and/or area would change to

accommodate the increased demand. In addition, consideration should be given to providing a connection between Swedish Cherry Hill and the streetcar and light rail to supplement service cuts and continue to encourage transit use to and from campus and better integrate with regional transit improvements.

Traffic Volumes

Table 3.7-12 summarizes the trip generation for the existing and future conditions. As shown in the table, based on the model, the Swedish Cherry Hill campus would generate 5,439 daily trips with 379 occurring during the AM peak hour and 520 occurring during the PM peak hour under No Build conditions. The short-term or Phase 1 development would increase trips by 2,855 net new daily trips with 198 new trips occurring during the AM peak hour and 264 new trips occurring during the PM peak hour, with is the same as for Alternative 8.

The build-out of Alternatives 11 and 12 would increase trips by 5,503 (as compared to 5,814 for Alternative 8) net new daily trips with 387 (as compared to 409 for Alternative 8) new trips occurring during the AM peak hour and 536 (as compared to 565 for Alternative 8) new trips occurring during the PM peak hour, compared to No Build trip volumes.

**Table 3.7-12
Swedish Cherry Hill MIMP Trip Generation
Alternatives 11 and 12**

| Alternative | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|---|---------------|----------------------------|------------|------------|----------------------------|------------|--------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| No Build | 5,439 | 229 | 150 | 379 | 89 | 431 | 520 |
| Short-term (2023) – Alternative 11 or 12 | | | | | | | |
| Net New Trips | 2,855 | 126 | 72 | 198 | 49 | 215 | 264 |
| Total Trips | 8,294 | 355 | 222 | 577 | 138 | 646 | 784 |
| Build-out (2040) – Alternative 11 or 12 | | | | | | | |
| Net New Trips | 5,503 | 231 | 156 | 387 | 87 | 449 | 536 |
| Total Trips | 10,942 | 460 | 306 | 766 | 176 | 880 | 1,056 |

Traffic Operations

Intersection Operations

Alternatives 11 and 12 development by year 2023 is proposed to be the same as for Alternative 8 (2.3 million gross SF). Intersection operations under Alternatives 11 and 12 for year 2023 in the AM and PM peak hours would be the same as for Alternative 8.

In 2040, compared to the No Build conditions, impacts with Alternatives 11 and 12 would be very similar to those projected for Alternative 8. The difference would be a slightly lower number of vehicles.

Alternatives 11 and 12 would result in two additional intersections operating at LOS F and one less intersection operating at LOS E during the weekday AM peak hour and four additional intersections operating at LOS F during the weekday PM peak hour, the same as with Alternative 8.

- **13th Avenue/E Cherry Street** – Operations of the northbound approach of this unsignalized intersection would degrade from LOS E under No Build 2040 conditions to LOS F under Alternatives 11 and 12 2040 conditions during the weekday PM peak hour. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 70 and 95 vph during the weekday PM peak hour under 2040 conditions. Alternatives 11 and 12 would result in an increase in overall traffic volumes of approximately 19 percent (as compared to 20 percent for Alternative 8) at the 13th Avenue/E Cherry Street intersection in 2040 during the weekday PM peak hour.
- **15th Avenue/E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS D under No Build 2040 conditions to LOS F under Alternatives 11 and 12 2040 conditions during both the weekday AM and PM peak hours. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 25 and 125 vph (as compared to between 25 and 125 vph for Alternative 8) during the weekday PM peak hour under 2040 conditions and Alternatives 11 and 12 would result in an approximately 23 percent increase (as compared to 24 percent increase with Alternative 8) in traffic volumes at this intersection. Similarly, during the weekday AM peak hour, the northbound and southbound traffic volumes range between 25 and 70 vph (the same as for Alternative 8) under 2040 conditions and Alternatives 11 and 12 would result in an approximately 15 percent increase in traffic volumes at this intersection (as compared to approximately 16 percent for Alternative 8).
- **16th Avenue/E Cherry Street** – The operations on the northbound approach of this unsignalized intersection would degrade from LOS E and D under No Build 2040 conditions during the weekday AM and PM peak hours, respectively, to LOS F under Alternatives 11 and 12 2040 conditions during both the weekday AM and PM peak hours. The LOS F operations are related to the increases in traffic volumes along Cherry Street with approximately 60 to 150 (the same as for Alternative 8) northbound left-turns during the AM and PM peak hours. During the weekday AM and PM peak hours in 2040, overall traffic volumes would increase by approximately 13 to 20 percent (as compared to 15 to 20 percent for Alternative 8), respectively, at 16th Avenue/E Cherry Street with the development of Alternatives 11 and 12.
- **14th Avenue/E Jefferson Street** – Under No Build conditions, this intersection is forecast to operate at LOS D during both the AM and PM peak hours. With the development of Alternatives 11 and 12, this intersection degrades to LOS F during both the AM and PM peak hours. This intersection is currently controlled by an all-way stop. Under 2040 build conditions, traffic volumes are expected to increase by approximately

13 to 18 percent (compared to 13 to 19 percent for Alternative 8) during the AM and PM peak hours, respectively.

- **23rd Avenue/E Yesler Way** – Under No Build and Build 2040 conditions, this intersection is anticipated to operate at LOS E during the weekday AM peak hour and to degrade to LOS E under Build 2040 conditions during the weekday PM peak hour from LOS D under No Build 2040 conditions. Alternatives 11 and 12 would increase the overall traffic at this intersection by less than one percent during both the weekday AM and PM peak hours.

Corridor Operations

A comparison of travel times along the James Street and E Cherry Street corridors under No Build and Alternatives 11 and 12 conditions is provided in Table 3.7-13. With development of Alternatives 11 and 12, corridor operations would degrade slightly in 2023 with average speed decreasing by 1-mph along both James Street in the westbound direction during the AM peak hour and E Cherry Street in the westbound direction during the PM peak hour. As discussed in the review of No Build 2023 conditions, given the existing capacity constraints along the corridor, changes in travel times and speeds are generally small. This would be the same as for Alternative 8.

Similar conditions would exist during the 2040 conditions, with travel times and average speeds, showing generally small increases and decreases, respectively, as a result of Alternatives 11 and 12 compared to No Build conditions.

As shown in Table 3.7-13, with development of Alternatives 11 and 12, corridor operations would degrade slightly in 2040 with average speed decreasing by 1- to 2-mph in the westbound direction along both James Street and E Cherry Street during the AM and PM peak hours. An increase in travel time of approximately 3 minutes between No Build and Alternatives 11 and 12 conditions would occur along James Street in the westbound direction during the PM peak hour. All other corridor travel times would have only small increases between No Build and Alternatives 11 and 12 conditions. The difference in travel times between Alternative 8 and Alternatives 11 and 12 is 2 or 3 seconds (see Table 3.7-8 for 2040 travel times for Alternative 8).

**Table 3.7-13
Weekday Peak Hour Comparison of Travel Times
No Build and Alternatives 11 and 12**

| Segment | Direction | 2023 Horizon Year | | | | 2040 Horizon Year | | | |
|--|-----------|---------------------------------|-----------------|---------------------|-----------------|--------------------|--------------|---------------------|--------------|
| | | Travel Time (m:ss) ¹ | | Average Speed (mph) | | Travel Time (m:ss) | | Average Speed (mph) | |
| | | No Build | Alt 8, 11 or 12 | No Build | Alt 8, 11 or 12 | No Build | Alt 11 or 12 | No Build | Alt 11 or 12 |
| AM Peak Hour | | | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:12 | 04:14 | 7 | 7 | 04:24 | 04:23 | 7 | 7 |
| | WB | 03:31 | 03:44 | 9 | 8 | 03:34 | 04:07 | 9 | 8 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 04:19 | 04:18 | 12 | 12 | 04:09 | 04:12 | 13 | 13 |
| | WB | 02:59 | 03:00 | 12 | 12 | 02:53 | 03:03 | 13 | 12 |
| PM Peak Hour | | | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:11 | 04:11 | 7 | 7 | 04:11 | 04:13 | 7 | 7 |
| | WB | 06:30 | 07:19 | 5 | 5 | 05:52 | 09:02 | 6 | 4 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 01:51 | 01:51 | 19 | 19 | 01:51 | 01:52 | 19 | 19 |
| | WB | 03:10 | 03:27 | 11 | 10 | 03:11 | 03:37 | 11 | 10 |

1. m:ss = minutes:seconds

Traffic Safety

Impacts of Alternatives 11 and 12 on traffic safety would be similar to those described for Alternative 8.

Parking

The location of parking for Alternatives 11 and 12 would be the same as proposed for Alternative 8. Code requirements and parking demand for Alternatives 11 and 12 would be slightly less than Alternative 8 given the reduced development. The following describes the code required parking and anticipated parking demand as a result of Alternatives 11 and 12.

Code Required Supply

Table 3.7-14 summarizes the code required parking for Alternatives 11 and 12 based on the Land Use Code. Projections for staff and patient population are consistent with the trip generation and are based on the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan, May 22, 2014*. As shown in Table 3.7-13, the Land Use Code would require a minimum of 1,887 parking spaces and a maximum of 2,547 spaces with development of Alternatives 11 and 12, as compared to a minimum of 1,935 and a maximum of 2,612 spaces for Alternative 8.

**Table 3.7-14
Land Use Code Required Parking
Alternatives 11 and 12**

| Land Use Code Category | Unit | Code Requirement ¹ | Parking Stall Requirement |
|--|-------|-------------------------------|---------------------------|
| Long-term Parking | | | |
| Hospital Based Doctors | 385 | 0.80 stalls | 308 |
| Staff Doctors | 155 | 0.25 stalls | 39 |
| Other Employees Present During Peak | 4,154 | 0.30 stalls | 1,246 |
| Short-term Parking | | | |
| # of Hospital Beds | 484 | 1 stall per 6 beds | 81 |
| Average Daily Outpatients ² | 995 | 1 per five outpatient | 199 |
| Fixed Seats in Auditorium | 140 | 1 stall per 10 seats | 14 |
| Minimum Required Parking Spaces | | | 1,887 |
| Maximum Allowed Parking Spaces (1.35 x Minimum) | | | 2,547 |

1. SMC 23.54.016.

2. There are 385 hospital beds and 99 beds in the Seattle Medical and Rehabilitation Center.

Demand

Table 3.7-15 summarizes the No Build and Alternatives 11 and 12 parking demand.

**Table 3.7-15
Estimated Parking Demand
Alternatives 11 and 12**

| Facilities | No Build | Alternatives 11 and 12 | |
|---------------------------------|--------------|------------------------|--------------|
| | | 2023 | 2040 |
| Hospital | 529 | 794 | 1,121 |
| Clinic/Research | 354 | 551 | 680 |
| Education | 40 | 87 | 121 |
| Hotel | 4 | 7 | 11 |
| Long-Term Care | 40 | 59 | 59 |
| Other Support Facilities | 47 | 47 | 47 |
| Total Parking Demand | 1,014 | 1,545 | 2,039 |
| Effective Parking Demand | - | 1,700 | 2,245 |

The current on-campus, off-street parking supply is 1,510 spaces. Table 3.7-15 shows that by 2023 and 2040, additional parking would be needed to accommodate the anticipated parking demand. Relative to the code required parking supply, the anticipated Alternatives 11 and 12 effective parking demand of 2,245 vehicles by 2040 (as compared to 2,310 vehicles for

Alternative 8) would be within the range of the minimum and maximum Land Use Code requirement.

Existing parking surveys documented some vehicles associated with Swedish using on-street parking in the surrounding neighborhood. It is expected, without further action to discourage it, this activity would continue in the future, with or without MIMP approval. Given the current level of on-street parking use, the rate of occurrence may decrease as available on-street parking becomes increasingly scarce. Further TMP measures and/or cooperation with the City parking enforcement would be required to help ensure the constructed onsite parking is used as intended.

3.7.4 Mitigation Measures

Mitigation measures will be further defined and outlined based on coordination with the DPD, SDOT, and the applicant. A list of mitigation measures are described below. The primary mitigation would be through an enhanced TMP and physical improvements.

The MIMP includes bicycle, pedestrian, and transit enhancements along the campus frontages and internal to the site. Improvements include a “health walk” around the Cherry Hill campus along 15th Avenue, E Cherry Street, 18th Avenue, and E Jefferson Street, a direct pedestrian connection through the campus connecting 17th Avenue between E Cherry and Jefferson Streets, enhancements to the transit stops on E Jefferson Street at the campus, improvements to 18th Avenue along the frontage, and enhancements to the pedestrian environment along the E Cherry Street frontage.

The following describes the proposed TMP and physical mitigation measures for the Swedish Cherry Hill campus.

3.7.4.1 Proposed Transportation Management Program (TMP)

The overriding goal of the TMP is to decrease the number of vehicles accessing the Swedish Cherry Hill campus. The proposed TMP incorporates both elements from the existing TMP and proposed enhancements designed to achieve the SOV rate goal⁴. The existing SOV goal is 50 percent, and the current SOV rate is 56 percent. The specific goal SOV rate will be determined in coordination with the City of Seattle. The goal will include achievement of incremental reduction in the SOV rate as development occurs and an ultimate SOV rate goal with build-out of the MIMP. The TMP applies to the entire Swedish Cherry Hill campus and all activities that occur within its boundaries.

The TMP is also designed to address issues that have been identified by the neighbors, specifically, parking by Cherry Hill Campus staff in the neighborhood. As a result, an Integrated Transportation Board (ITB) has been created and purposed to build consensus and a unified approach amongst stakeholders conducting business on the Cherry Hill Campus and key

⁴ TMP goal and related requirements apply to all property owners, tenants, employees working on the Swedish campus at least 20 hours per week. Affected employees are defined as everyone who works on campus at least 20 hours per week.

constituents in the greater Seattle Community, as it relates to the issues surrounding vehicular congestion, transportation carbon emissions and health. The ITB, with input from all represented stakeholders, will build a common platform of policies and initiatives that mitigate the adverse impact to Squire Park neighborhood from parking and transportation congestion. The Board shall also devise common and agreed upon strategies to enforce such policies for the betterment of the local community. The ITB shall be chaired by a Swedish corporate executive and vice chaired by a technical advisor. Committee members include non-Swedish large employers such as LabCorp, Northwest Kidney Center and Sabey, service providers such as parking vendor management companies, transportation representatives from the Seattle Department of Planning and Development, King County Metro and Seattle Department of Transportation as well as neighborhood stakeholders such as CAC/SAC members, neighbors and nearby small business owners.

The program elements are intended to adjust the transportation patterns and habits of the larger employee groups on campus as well as those of the auxiliary uses that operate there. The TMP applies to the entire Swedish Cherry Hill campus and all activities that occur within its boundaries. The program elements that are currently utilized and proposed as part of the updated TMP include:

- **Transit Incentives** – Increased levels of incentives, communication regarding schedules, and enhanced facilities
- **Alternative Modes** – Promote the use of alternative travel modes, such as bicycle and walking through improved onsite facilities and incentive programs
- **HOV Incentives** – Promote HOV programs through incentives for carpools/vanpools, preferred parking, and utilization of rideshare programs
- **Parking Management Programs** – Consider alternative payment technologies, parking policies, review of RPZ designations, and other programs to reduce spillover into the adjacent neighborhoods
- **Intercampus Shuttle** - Increase free shuttle service between First Hill, Met Park, Westlake Center and Cherry Hill campuses.
- **Shuttle Service** - Add shuttle service from main transportation hubs at train (King Street Station), ferry (Coleman Ferry Dock) and trolley (1st Hill Streetcar) lines.
- **Parking Policies & Enforcement** - Proposed parking policy for employees, enforce vendor parking areas, and review patient parking to promote parking in designated on-campus areas.

Table 3.7-16 summarizes the existing and the proposed TMP inclusive of proposed enhancements. In addition to the TMP elements identified in the proposed TMP, there are several pilot programs that have been identified and will be tested. Depending on the overall effectiveness, these programs may be considered for ongoing implementation. These pilot projects would be implemented incrementally so the effectiveness of each pilot project can be evaluated. Projects that are feasible and show merit in reducing the SOV rate, encouraging alternative modes, and meeting the overall intent of the specific pilot would likely be adopted

into the enhanced TMP. An update on each project would be included in the annual report to the City.

The following provides an overview of the pilot projects, focusing on transit incentives, alternative transit modes, and parking management policies to better utilize the off-street parking supply and minimize impacts to the surrounding neighborhood.

- **Transit Incentives** – The intent of this pilot project is to increase transit usage at the Swedish Cherry Hill campus by working with King County Metro Transit to expand the ORCA passport program to all campus employees. The ORCA business passport program is a comprehensive, annual transportation pass program for employers. The passport program allows employers to manage their transportation benefits and gives employees access to bus, light rail, and ferry as well as subsidizes vanpool and vanshares and provides guaranteed rides homes.
- **Commuter Incentive** – The intent of this pilot would be to explore the potential of providing incentives to all employees to encourage alternative commuting as well as enhancing commuter incentives for the overall campus. The pilot would evaluate commuter incentive options campus-wide, which could overlap with the Transit pilot’s evaluation of the ORCA passport program. In addition, an evaluation of campus-wide biking and walking incentives including benefits such as stipends for bicycle and walking equipment and free tune-ups for bicycles. Lastly, contact will occur with the onsite retailers (e.g., Starbucks, gift shop, cafeteria) to see if benefits such as discounts on products could be offered for bicycle commuters.
- **Off-street Parking Management** – The current parking program provides monthly passes, which encourages employees to drive to work if they have already purchased a parking pass. In addition, parking rates vary across campus and there is little signage to direct drivers to available off-street parking. The intent of the parking pilot project would be to develop a more flexible system that would allow flexibility to commuters making daily travel mode choices, as well as evaluate parking rates for employees and visitors/patients, and review technology to provide drivers with information on parking availability and location. Working with the parking garage operators, this pilot project would explore a campus-wide flexible daily parking program with benefits such as on-demand carpool discounts and Smartcard access tied to parking debit accounts for employees. Parking policies would be reviewed for employees and visitors/patients and recommendations would be made to potential adjustments to encourage employees to use alternative modes while minimizing parking along neighborhood streets.
- **Neighborhood Parking** – Some of the parking associated with the Swedish Cherry Hill campus currently occurs in the neighborhood. There are several potential causes for this including the cost of off-street parking vs. cost-free on-street parking. Another potential reason may be the relative convenience for commuters traveling to the east end of the campus since most public parking is at the west side. The neighborhood parking pilot would aim to reduce the amount of parking by Swedish Cherry Hill employees, visitors and vendors occurring on neighborhood streets. A program would be designed in consultation with campus employers to encourage off-street parking

within the Swedish Cherry Hill garages as well as the use of non-SOV modes. This would include items considered as part of the Parking Pilot (described above) where parking policy is evaluated to encourage employees to park within the garages. In addition, Swedish would work with the City to address the misuse of handicapped parking placards as well as discuss potential enhancements of the RPZ program with the neighborhood.

- **Live Near Work Program** - Swedish Cherry Hill is committed to a pilot program that incentivizes living in near neighborhood rental properties for employees. Data indicates that employees living closer to campus are more likely to walk and bike to work. Swedish is committed to building an affordable housing plan that will enable more of its employees to live in the immediate neighborhood surrounding Cherry Hill. Any support offered by Swedish will be tied to a commitment from employees to abandon their vehicles as a means to commuting to work. Swedish is now in the process of searching for a national consulting firm to provide guidance in building a robust, and sustainable program.
- **Remote Parking Shuttle Program** - Swedish Cherry Hill will analyze employee zip codes to determine cluster areas of living densities to further complement City & County commute services by supporting private shuttle routes to/from key areas with the West Tower build out.

**Table 3.7-16
Comparison of Current and Proposed TMP**

| Element | Current TMP | Proposed TMP |
|------------------------------|--|---|
| Transit | <ul style="list-style-type: none"> • Subsidize 50 percent of transit pass cost including ferry, rail for larger employee groups on-campus. | <ul style="list-style-type: none"> • Provide all tenants with access to a minimum 50% subsidy of transit pass cost including ferry, rail and increase this subsidy, if necessary, to achieve the SOV goal. • Engage with tenants to inform about employee transportation benefits and options. |
| High Occupancy Vehicle (HOV) | <ul style="list-style-type: none"> • Preferred parking carpool/vanpool. • Parking cost for carpools for two people subsidized 50%. • Carpools of three or more and Vanpools subsidized 100%. • Rideshare Online Network. | <ul style="list-style-type: none"> • Preferred location for carpool and vanpool parking. • Parking cost for carpools for two people subsidized at a minimum of 50%. • Carpools of three or more and Vanpools subsidized 100%. • Facilitate rideshare match-ups for car pool and vanpool. • Provide free vanpool parking for tenants. • Investigate alternative parking rate structures that incentivize vanpools and carpools and implement as appropriate. • Encourage cooperation among tenant companies to promote vanpools and carpools. • Parking Pilot*: Work with parking operator to explore a campus-wide flexible daily carpool program. |
| Bicycle | <ul style="list-style-type: none"> • Weather-protected, secure bicycle racks at no charge to Cherry Hill employees at preferred locations. • Shower accessibility in most cases. • Bike lockers for a fee. | <ul style="list-style-type: none"> • Weather-protected, secure bicycle racks at no charge to Cherry Hill employees at preferred locations. • Shower accessibility. • Free bike lockers for all campus employees. • Promote bicycle amenities. |

Table 3.7-16 (Continued)
Comparison of Current and Proposed TMP

| Element | Current TMP | Proposed TMP |
|---------------------------------------|--|--|
| | | <ul style="list-style-type: none"> ● Signage indicating bike parking locations. ● Provide access to basic bike tools. ● Provide access to a bike share system when available (e.g. Pronto). ● Promote bicycle and pedestrian safety throughout the campus. ● Add bike racks to shuttle vehicles. ● Commuter Incentive Pilot*: Work on a biking and walking incentive program. Work with onsite retail to offer bicycle benefits or other commuter incentives (e.g., Starbucks, gift shop, cafeteria). |
| Parking | <ul style="list-style-type: none"> ● Monthly parking rate set equal to or greater than the current King County Metro rate for peak period one-zone transit passes. ● Monthly parking is currently available only to employees hired since 1990 or if the vehicle is needed for work. | <ul style="list-style-type: none"> ● Monthly parking rate set equal to or greater than the current King County Metro rate for peak period one-zone transit passes. ● Restricted access to monthly parking passes. ● Parking Pilot*: Work with parking operator to explore parking rates and flexible alternatives to encourage greater use of alternative transportation modes including flexible on-demand (daily) parking accounts. |
| Neighborhood Parking Reduction | <ul style="list-style-type: none"> ● Subsidize the cost of the RPZ stickers for areas surrounding the campus. | <ul style="list-style-type: none"> ● Subsidize the cost of the RPZ stickers for areas surrounding the campus and review options with SDOT to direct RPZ permit payments into other neighborhood transportation funding sources for a direct Squire Park impact. ● Regular contact with City parking enforcement to encourage patrolling. ● Improve way finding signs to direct vehicles to on-campus parking. ● Develop a campus-wide policy to discourage employee and vendor parking in the neighborhood. ● Regular meetings with community representatives to evaluate progress, communicate issues, consider solutions. ● Neighborhood Parking Pilot*: Meet with employers to consult on designing solutions for employee & vendor parking policies that get employees out of SOVs and out of the neighborhood to restrict campus-based parking on neighborhood streets: <ul style="list-style-type: none"> ● Pursue a parking policy that encourages employees away from neighborhood parking. ● Consider a hotline to alert institution to violations. ● Discuss a modified enhanced RPZ program with the neighborhood (additional zones and further limit current time zones at peak morning traffic periods). |

Table 3.7-16 (Continued)
Comparison of Current and Proposed TMP

| Element | Current TMP | Proposed TMP |
|--|---|---|
| Shuttle | <ul style="list-style-type: none"> ● Intercampus shuttle between Cherry Hill, First Hill, and Metropolitan Park office buildings. | <ul style="list-style-type: none"> ● Intercampus shuttle between Cherry Hill, First Hill, and Metropolitan Park office buildings. ● Shuttle service expansion to main transportation hubs or areas with higher transit service (e.g. King Street Station, Coleman Ferry Dock and Westlake Center). ● Add bike racks to shuttle vehicles. ● Shuttle Pilot*: Explore private park & shuttle operations by examining concentrated areas of employee zip codes. |
| Implementation & Monitoring | <ul style="list-style-type: none"> ● Building Transportation Coordinator. ● Conduct one to three transportation fairs per year on-campus to promote trip reduction programs. ● Produce and distribute a commuter information packet. ● Submit regular reports about TMP elements as required by the City. ● Conduct biennial survey of TMP effectiveness in a form and manner established by DPD and SDOT. | <ul style="list-style-type: none"> ● Building Transportation Coordinator. ● Conduct one to three transportation fairs per year on-campus to promote trip reduction programs. ● Produce and distribute a commuter information packet. ● Submit regular reports about TMP elements as required by the City. ● Conduct biennial survey of TMP effectiveness in a form and manner established by DPD and SDOT. ● Create an Integrated Transportation Committee for the campus. The committee would include a Campus Transportation Coordinator and all employer transportation coordinators on campus. The committee would meet regularly and be responsible for implementing the TMP. ● Implement on-campus transportation screen and/or kiosk to further enhance transportation awareness and outreach with all campus employees. ● Require all tenant participation in TMP. |
| Other | <ul style="list-style-type: none"> ● Guaranteed ride home. ● Special taxi service for 10-12 hour shift employees that use transit. ● Provide flex-car on campus. ● Telecommuting for some employees. ● Encourage and promote alternative work schedules, where possible. ● Free taxi service to physicians that travel between First Hill and Cherry campuses. | <ul style="list-style-type: none"> ● Guaranteed Ride Home through ORCA Passport program. ● Special taxi service for 10-12 hour shift employees that use transit via Guaranteed Ride Home ORCA Passport program. ● Provide flex-car on campus (e.g. car-sharing such as ZipCar). ● Telecommuting for some employees. ● Encourage and promote alternative work schedules, where possible. ● Free taxi service to physicians that travel between First Hill and Cherry campuses via intercampus shuttle program and/or car-sharing such as ZipCar. ● Requirement that all vendors must park off-street. ● Develop a way finding plan illustrating pedestrian pathways through & around the campus, bicycle routes & bike parking, and short-term & disabled parking locations. ● Continue to work with City to address misuse of handicapped parking placards. ● Residential Pilot*: Partner with local apartment and condo building owners to explore partnership with employees who choose to live close to campus. ● Disabled Parking Pilot*: Consider valet service for off street parking for vehicles displaying a disabled parking placard |

*Pilot programs conditional upon efficiency and sustainability.

As noted earlier in this section, the proposed transportation committee noted above (under Other in Table 3.7-16) has been formed and is called the Integrated Transportation Board (ITB). The ITB meets regularly and is actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.

3.7.4.2 Capacity and Safety Improvements

The Build Alternatives would impact the study area transportation facilities and the existing and future conditions of these facilities. Based on the analysis completed for the Build Alternatives, Table 3.7-17 provides a summary of the locations that would be impacted by the project and should be further considered during the project level analysis at the Master Use Permit (MUP) review. Specific mitigation and the level of responsibility for each location would be identified at the time of the MIMP approval or during the MUP review. Potential improvements for each location are identified in Table 3.7-17 and the level of responsibility could include construction of physical improvements, a proportional cost contribution to improvements, and/or no impact may be identified with a specific project.

**Table 3.7-17
Potential Mitigation Measures to be Evaluated at Project Level**

| Location | Issue / Reason for Further Review | Suggested Improvements |
|--------------------------------|---|---|
| 16th Avenue/E Cherry Street | Increases delay and traffic impacting vehicle, pedestrian, and bicycle accessibility into the neighborhoods | Traffic Signal and Bulb-outs for all four intersection approaches |
| 14th Avenue/E Jefferson Street | Increases delay and traffic impacting vehicle, pedestrian, and bicycle accessibility into the neighborhoods | Traffic Signal |
| 18th Avenue/E Cherry Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for all four intersection approaches |
| 17th Avenue/E Cherry Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for the three intersection approaches |
| 16th Avenue/E Jefferson Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for all four intersection approaches |
| 18th Avenue/E Jefferson Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for all four intersection approaches |

Table 3.7-17 (Continued)
Potential Mitigation Measures to be Evaluated at Project Level

| Location | Issue / Reason for Further Review | Suggested Improvements |
|---|--|--|
| 17th Avenue/E Jefferson Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for the three intersection approaches |
| James Street/Minor Avenue | Increased traffic along the James Street corridor conflicting with high pedestrian activity at this location | Traffic Signal |
| 12th Avenue/E Jefferson Street | 2014 High Collision Location | Signal timing changes, protected left-turn phasing north and south approaches |
| E Jefferson Street/23rd Avenue | Pedestrian safety issues | Provide left-turn lane through re-channelization at intersection and protected left-turn phasing |
| 18th Avenue / 19th Avenue / 20th Avenue at Jackson Street to the north of E Union Street | Planned bicycle facility potentially impacted by project. | Contribute to completion of neighborhood greenway (see also Section 8.3 Other Mitigation Measures) |
| 22nd Avenue E ¹ between S Jackson Street and north of E Union Street | Planned bicycle facility potentially impacted by project. | Contribute to completion of neighborhood greenway with particular consideration to the crossing of Cherry Street. Improvements could include bulb-outs at the 21st Avenue E and/or 22nd Avenue E intersections with Cherry Street depending on the location of the greenway. |
| Union Street Broadway to Martin Luther King Way | Planned bicycle facility potentially impacted by project. | Contribute to completion of cycle track through improvements such as signage directly cyclists from the campus area to the Union Street facilities |
| E Columbia Street between Broadway and 29th Avenue (1.21 miles) | Planned bicycle facility potentially impacted by project. | Contribute to completion of neighborhood greenway through improvements such as signage directly cyclists from the campus area to the E Columbia Street facilities |
| E Cherry Street/ Cherry Street / Cherry Place between Broadway and 13th Avenue | Planned bicycle facility potentially impacted by project | Contribute to completion of neighborhood greenway and bike lanes. |
| E Cherry Street between 22nd and 24th Avenue | Planned bicycle facility potentially impacted by project | Contribute to completion of bike lanes. |
| E Alder Street Broadway to 12th Avenue, Spruce Street 12th Avenue to 14th Avenue, and E Alder Street 14th Avenue S to 31st Avenue | Planned bicycle facility potentially impacted by project | Contribute to completion of neighborhood greenway |

Table 3.7-17 (Continued)
Potential Mitigation Measures to be Evaluated at Project Level

| Location | Issue / Reason for Further Review | Suggested Improvements |
|---|--|--|
| Cherry Street Broadway to 23rd Avenue | Priority pedestrian corridor potentially impacted by project | Provide pedestrian improvements such as bulb-outs with particular consideration of the 12th Avenue/E Terrace Street intersection |
| 12th Avenue between Yesler Way and E Denny Way | Priority pedestrian corridor potentially impacted by project | Provide pedestrian improvements such as bulb-outs or connectivity from the campus |
| E Jefferson Street between Broadway and 23rd Avenue | Priority pedestrian corridor potentially impacted by project | Provide pedestrian improvements such as bulb-outs or connectivity from the campus |

1. The Seattle Bicycle Master Plan Implementation Plan 2015 – 2019, October 17, 2014 shows this project along 22nd Avenue E; however, through the planning process the neighborhood greenway could be provided along 21st Avenue E instead. Impacts of project level proposals should be evaluated for the final alignment.

As noted in Table 3.7-17, consideration should be given to traffic signals at the 16th Avenue/Cherry Street and 14th Avenue/E Jefferson Street intersections. While other intersections such as 15th/Cherry and 13th/Cherry are anticipated to experience an increase in delay as a result of the growth in traffic, the signalization identified at the 16th/Cherry intersection provides an improved connection to the neighborhood streets. If the delay experienced at these intersections is not acceptable to drivers, then traffic may shift to the improved connections provided at the new signalized intersections.

The intersection of 14th Avenue/E Jefferson Street is currently controlled by an all-way stop. Signal warrants based on the Manual of Uniform Traffic Control Devices (MUTCD), 2009, this review indicates the 4-hour volume warrant would be met at this location by 2023 under the No Build and Alternatives 8, 11, and 12 conditions. Future improvements at this intersection could include the installation of a traffic signal.

A signal warrant evaluation was also conducted at 16th Avenue/E Cherry Street. For both 2023 and 2040, the volume warrants would not be met. There are other conditions in which a signal warrant may be considered including corridor progression, safety, pedestrians, etc. In consideration of these other factors, a signal at this location is recommended. If a signal was installed at 16th Avenue/E Cherry Street, some of the traffic from 15th Avenue or other parallel corridors may shift to the improved connection.

3.7.4.3 Other Mitigation Measures

Some of the mitigation associated with the MIMP will need to be defined at the project level when additional definition on the specific uses, building features, and City of Seattle planned improvements are known.

General Vehicular Access

Access to parking should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels into the parking facilities.

Loading

Loading access points should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels for loading and service. Truck access and loading berths would need to be further reviewed as part of the MIMP projects process. This review should include:

- Assess loading berth requirements and where possible consolidate facilities so that the number of berths campus wide is less than the code requirement.
- Assess truck delivery routes between Swedish Cherry Hill and I-5 and along E Cherry Hill and E Jefferson Street to identify potential impacts to roadways along those routes.
- Reduce the impact of truck movements on local streets and potential conflicts with pedestrians by consolidating loading facilities and managing delivery schedules.
- Review of future projects would include an evaluation of means and methods to ensure relevant Seattle noise regulations are met.

A campus wide dock management plan should be developed to coordinate all deliveries to the loading berths along 15th, 16th, and 18th Avenues. This plan would provide protocols on scheduling and timing of deliveries to assist in minimizing on-street impacts of trucks waiting to access loading berths. Other elements that should be considered in the management plan include:

- Truck size would be limited to 65 feet in length or less, assuming loading berths could accommodate this size.
- Work with vendors to minimize the number of deliveries to and from the site such as by using a larger delivery truck.
- Work with multiple vendors to encouraged consolidating loads prior to delivery so as the reduce truck demand.
- Explore commercial vehicle loading opportunities in the off-street parking facilities (such as proposed for the 18th Avenue Garage), to relieve the on-street commercial vehicle load zones.
- Explore time of delivery management tools such using secure drop boxes and secure rooms to store deliveries during times when staff are not available to accept deliveries.

In addition to the dock management plan, future projects should include an evaluation of means and methods to ensure relevant City of Seattle noise regulations are met.

18th Avenue Neighborhood Greenway

Swedish will continue to coordinate with SDOT on the location of the neighborhood greenway and work to minimize campus impacts on users of the facility. To the extent possible, the greenway features should be incorporated into the proposed health walk.

Transit Enhancements

The existing campus transit stops along E Jefferson Street should be enhanced. Enhancements could include expansion of the covered waiting area and seating capacity for passengers, installation of pedestrian scale lighting, extension of the passenger boarding loading area to accommodate space for two buses in the loading zone, and installation of Real Time Information Sign (RTIS) to alert waiting passengers of bus arrival times, including electric conduit for a transit information kiosk, or accommodation for the electricity to signs on a free standing pole.

3.7.4.4 Mitigation Sensitivity Analysis

The transportation analysis of Alternatives 8, 11, and 12 assumes a 50 percent SOV rate. An evaluation was conducted to understand intersection and corridor operations with a 38 percent SOV rate and implementation of the physical measures described in Section 8.2 of Appendix C Transportation Technical Report. The information provided in the Final EIS will be used to help inform the SOV goal for the MIMP.

Improving the SOV rate to 38 percent would reduce overall campus vehicular trip generation including a reduction of approximately 80 trips during the weekday AM peak hour and 170 trips during the weekday PM peak hour by 2040 for the Build Alternatives. This would result in a corresponding reduction in traffic volumes along the street system.

The reduction in traffic volumes would result in minimal improvements to the study intersection operations with the most impact seen during the weekday PM peak hour with the average study area delay decreasing by 6 seconds. Overall, there would be no noticeable improvement in intersection operations and the overall system would operate similar whether the SOV rate is 50 or 38 percent. The reason intersection delay is not significantly improved with the reduction in SOV is due to the vehicular travel patterns whereby drivers come to and from the campus from several different directions with no corridor having a concentrated impact except those adjacent to the campus. A review of corridor travel times shows that reduction in the SOV rate would improve travel times along James Street in the westbound direction with the most improvement seen during the weekday PM peak hour. By 2040, an SOV rate of 38 percent is shown to reduce travel times by over oneminute for the three Build Alternatives during the weekday PM peak hour.

Reducing the SOV would also result in a corresponding reduction in the campus parking demand. The evaluation shows that with a 38 percent SOV peak parking demand could be reduced by 200 to 270 vehicles depending on the development alternative.

3.7.5 Secondary and Cumulative Impacts

Secondary and cumulative impacts on area roadways are included in the analysis of direct impacts. There is also a potential for cumulative impacts due to the combined effects of traffic being generated by build-out of the project and construction. This potential impact could be mitigated by scheduling construction activities such that arrival and departure of construction traffic occurs outside the peak hours.

3.7.6 Significant Unavoidable Adverse Impacts

Alternatives 8, 11, or 12 would accommodate additional amounts of future development at the Swedish Cherry Hill campus, which would contribute to additional travel demand and congestion along arterial corridors including E Cherry and E Jefferson Streets. The additional development also would increase traffic accessing and circulating in the area. This added congestion would contribute to measurably poorer performance of the transportation network, in terms of increased delays along several of the corridors and at some specific intersections. The increase in traffic and pedestrian and bicycle activity due to development would result in more conflict points and increased hazards to safety. The increase in traffic volumes for Alternatives 8, 11, or 12, and the resultant impacts on traffic operations are considered significant unavoidable adverse impacts.

3.7.6.1 Street System

Increases in Swedish Cherry Hill's traffic along the street system may result in an increase in traffic and related congestion that could be considered significant.

3.7.6.2 Campus Access and Service Vehicle Loading

Access to the parking facilities would occur along 15th and 16th Avenues similar to what exist today, and a new access would be provided to the parking garage along 18th Avenue. While the overall circulation and access patterns associated with the campus would generally stay the same, the amount of parking on 18th Avenue would result in a shift of the traffic to the east side of the campus. No significant unavoidable impacts to campus access and loading were identified.

3.7.6.3 Pedestrian and Bicycle Transportation

Swedish would provide pedestrian and bicycle enhancements at the Swedish Cherry Hill campus including along the 18th Avenue where SDOT will study the potential for a neighborhood greenway. The proposal would increase potential conflicts between vehicular traffic and users of the neighborhood greenway. No significant unavoidable adverse non-motorized impacts are expected.

3.7.6.4 Transit/Shuttle Services

Swedish would improve transit access to the campus through the transit stop enhancements to the site. In addition, the analysis indicates that there would be sufficient capacity to accommodate anticipated increases in ridership at the Swedish Cherry Hill transit stop as a result of Alternatives 8, 11, or 12. No significant unavoidable adverse shuttle and transit service impacts are expected.

3.7.6.5 Traffic Volumes

Future (2023 and 2040) growth in the area would result in increases in regional and local traffic within the study area both without and with the project. In addition, Alternatives 8, 11, or 12 would increase area-wide and local traffic on routes serving the site. Although Swedish would implement strategies to reduce its overall traffic, this impact is considered a significant and unavoidable adverse impact since Swedish would likely not be able to reduce its traffic volume

contribution to zero, and therefore, would increase traffic volumes on roadways even with mitigation. While strategies to reduce travel demand and related impacts have been identified, a residual increase in traffic to the street system attributable to Swedish is likely.

3.7.6.6 Traffic Operations

The increase in Swedish Cherry Hill's traffic along the street system, even with a successful TMP, may result in an increase in traffic and related congestion that could be considered significant.

3.7.6.7 Traffic Safety

No significant adverse impact to safety would occur. With the proposed mitigation, it is probable that overall safety would be improved.

3.7.6.8 Parking

Swedish is providing enhancements to the TMP as well as piloting a parking program to provide flexible on-demand off-street parking. Currently, there is parking associated with Swedish Cherry Hill that occurs along neighborhood streets. Some level of on-street parking within the residential area may continue to occur with the proposed project. This is not considered a significant impact.

3.8 Public Services

This section of the Final EIS describes the existing public services (e.g., fire/emergency medical services; police; parks, civic, and other open spaces; water; sewer; stormwater; and solid waste – including hospital-related hazardous materials handling) on and in the vicinity of the Swedish Cherry Hill campus. Potential impacts to public services with operation of the Alternatives are analyzed below.

3.8.1 Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the public services element. Relevant policies from SMC 25.05.675 are provided below:

O.2. Public Services and Facilities Policies

- a. It is the City's policy to minimize or prevent adverse impacts to existing public services and facilities.*
- b. The decision maker may require, as part of the environmental review of a project, a reasonable assessment of the present and planned condition and capacity of public services and facilities to serve the area affected by the proposal.*
- c. Based upon such analyses, a project which would result in adverse impacts on existing public services and facilities may be conditioned or denied to lessen its demand for services and facilities, or required to improve or add services and/or facilities for the public, whether or not the project meets the criteria of the Overview Policy set forth in SMC Section 25.05.665.*

3.8.2 Affected Environment

3.8.2.1 Fire

The Seattle Fire Department (SFD) provides fire protection, Basic Life Support (BLS), Advanced Life Support (ALS)/Emergency Medical Services (EMS), and fire investigation throughout the City from 34 fire stations (including Medic One Headquarters at Harborview Medical Center). Each fire station provides a full range of fire protection services, including fire suppression, emergency medical, rescue, hazmat response, and public education. In 2012, the SFD had 981 uniformed personnel, with on-duty strength of 207 officers. Apparatus associated with all stations includes: 33 fire engines; 12 ladder trucks; 4 aid units (basic life support); 7 medic units (advanced life support); 2 air trucks; 4 fire boats; and 2 hose wagons. Fire fighters must use compressed air to survive and air trucks provide air compressors that can refill spent cylinders (SFD 2013a).

Swedish Cherry Hill is situated between three fire stations: Fire Stations 6, 25, and 10. Fire Station 6 (Central District, 101 23rd Avenue South) is located approximately 0.7-mile to the southeast of Swedish Cherry Hill, and houses an engine company and a ladder unit. Station 25 (Capitol Hill, 1300 East Pine Street), located approximately 0.9-mile to the north, is the lead station for Battalion II, which serves the central part of the city. As a battalion station it houses

an engine company, a ladder unit, an aid unit, and a battalion chief unit. It also houses several reserve units, including a reserve ladder unit and battalion chief unit. Station 25 houses the department's Mobile Ventilation Unit, which is utilized to support large-scale decontamination/ventilation efforts. Station 10 (400 South Washington Street), located approximately 1.2 miles to the southwest of Swedish Cherry Hill, houses an engine company, a ladder unit, an aid unit, the SFD's primary hazmat unit, and the reserve hazmat unit. Fire Station 10 is the city's Fire Alarm Center and the Emergency Operations Center, which have the ability to operate continuously for 72 hours under emergency conditions. Station locations relative to the Swedish Cherry Hill campus are shown on Figure 3.8-1 for the (SFD 2013a).

Response Times

The SFD maintains an overall average first-arrival response time to fire, rescue and hazardous materials calls of 4.15 minutes in 2012. The average response time to basic life support was 3.74 minutes and advanced life support was 3.67 minutes. The response time may be influenced by station location and design, staffing levels, as well as local rules and procedures for response. SFD serves a population of 608,660 in an area of 83.9 square miles. The location of a fire station is not the only factor in determining if that station will respond to an alarm. The Seattle 9-1-1 Dispatch Center determines which fire stations and other emergency units respond depending on the location and nature of the call (e.g., fire, medical emergency) and the availability of resources (SFD 2013b).

Fire/Emergency Service Incident History

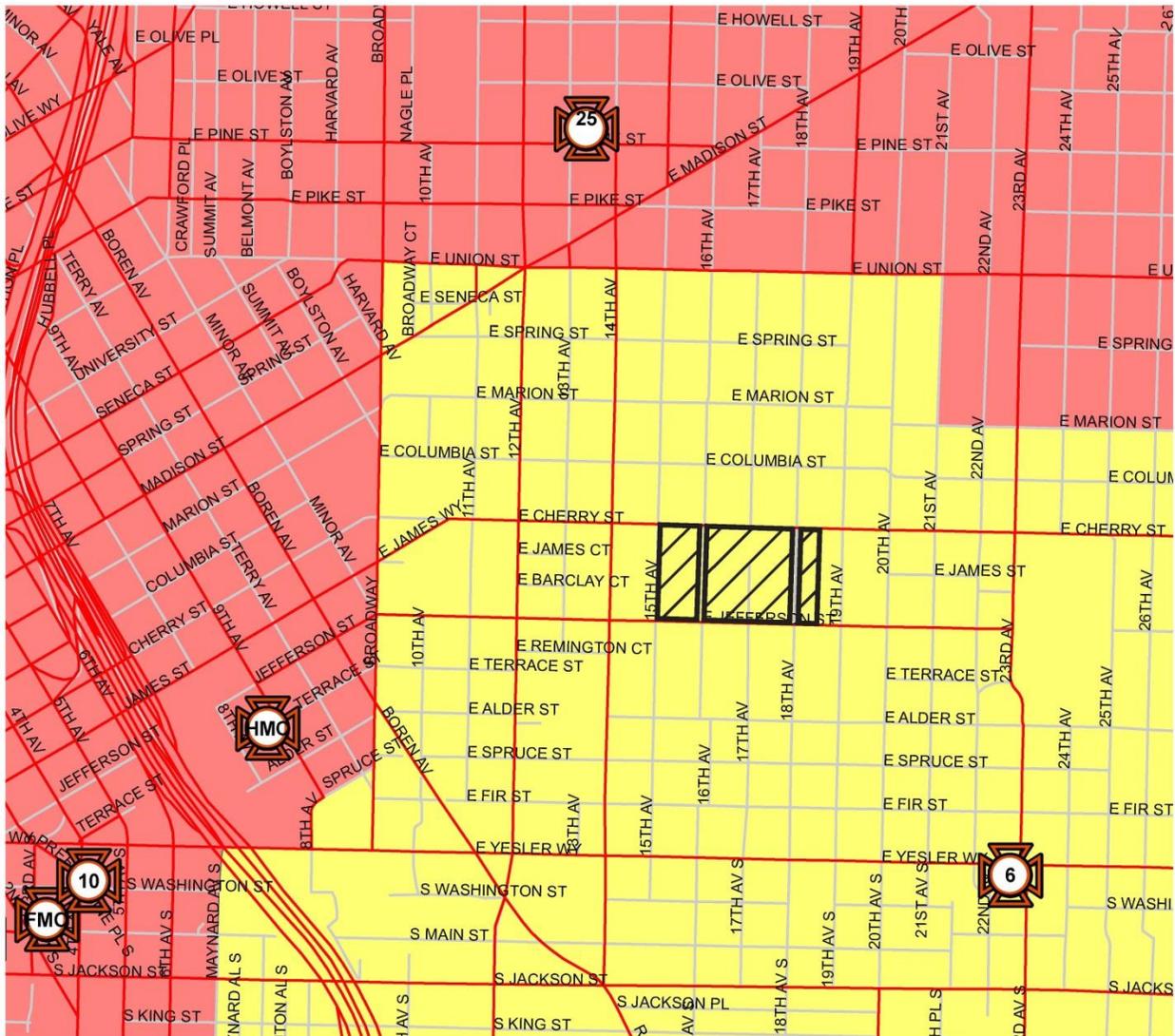
Table 3.8-1 shows total historical incident response data for the SFD in 2011 and 2012 at the three stations which serve the Swedish Cherry Hill campus. Included are responses to calls for fire protection, false alarms, EMS, mutual aid and other services (i.e., rescue, car fire). As shown, the majority of responses at all stations were for EMS.

**Table 3.8-1
Fire and Emergency Medical Services Incidents
Responded to by Stations Serving Swedish Cherry Hill, 2011 and 2012***

| Emergency Types | 2011 | 2012 |
|---------------------------------------|-------------|-------------|
| Structure Fire | 371 | 392 |
| Non-Structure Fire | 226 | 211 |
| False Alarm | 1,274 | 1,232 |
| EMS | 16,255 | 17,190 |
| Mutual Aid | 5 | 5 |
| Other (i.e., rescue, car fire) | 3,317 | 3,140 |

Source: Leonard Roberts, SFD email 11/8/132013c.

*Includes Stations 6, 10, and 25



Source: Seattle Fire Department Battalion and Station Map

Legend

-  Swedish Medical Center Cherry Hill Campus
-  Fire Station
-  SFD Battalion Area 2
-  SFD Battalion Area 5



Figure 3.8-1

Fire Station Locations

Fire/EMS Incident Responses to Site

The SFD records indicate that in 2011 and 2012, 230 and 234 calls, respectively, were made to Swedish Cherry Hill annually, which represent approximately 1 percent of the total calls for the three stations that serve the area (See Table 3.8-2).

**Table 3.8-2
Fire and Emergency Medical Services Incidents
Responses at Swedish Cherry Hill, 2011 and 2012***

| Emergency Types | 2011 | 2012 |
|---------------------------------------|-------------|-------------|
| Structure Fire | 0 | 0 |
| Non-Structure Fire | 0 | 2 |
| False Alarm | 11 | 12 |
| EMS | 197 | 201 |
| Mutual Aid | 0 | 0 |
| Other (i.e., rescue, car fire) | 22 | 19 |

Source: Leonard Roberts, SFD email 11/8/2013, 2013c.

*Includes Stations 6, 10, and 25

Fire Facilities and Emergency Response Levy

A Fire Facilities and Emergency Response Levy was approved by Seattle voters in 2003 to improve and upgrade Seattle’s fire facilities and emergency response system, which were determined to be outdated and inadequate to maintain the desired response times throughout the City. All of the City’s fire stations, which were built between 1918 and 1974, were evaluated as needing major upgrades, renovation, or replacement in order to continue to provide service.

The levy provided approximately \$167 million for multiple projects, including upgrades, renovations, or replacement of 32 neighborhood fire stations. Funds from this levy facilitated the construction of seismic and safety upgrades at Fire Station 25, which are scheduled to be completed in 2014. The rebuilding of Fire Station 6 was completed in January 2013. Station 10 rebuild was completed in 2008 (SFD 2013b).

3.8.2.2 Police

Police service at Swedish Cherry Hill is provided by the City of Seattle Police Department (SPD). Seattle is divided into five geographic areas; within those areas are the five precincts or police stations: North, East, South, West and Southwest. Precinct boundaries were determined through consideration of neighborhood boundaries, geographic and other natural boundaries. Each precinct contains smaller geographic areas called sectors. There are 17 sectors in the City. Each of these sectors is divided into three smaller sections called beats. Individual patrol officers are assigned responsibility within a beat. See Figure 3.8-2 for the location of the East Precinct relative to Swedish Cherry Hill.

Swedish Cherry Hill is located in East Precinct, George sector, beat G1. East Precinct, located at 1519 12th Avenue, serves the Capitol Hill, Central Area, First Hill, Judkins Park, Madison Park, Montlake, upper Pike/Pine neighborhoods in the East and Central Neighborhood Council Districts. East Precinct provides a full range of police services to prevent crime and enforce the law in a manner that makes residents and visitors feel safe (and be safe) in their homes, schools, businesses, and neighborhoods. Precinct personnel also respond to situations while patrolling the streets of Seattle, as well as work on solutions to long-standing neighborhood concerns and needs through the Community Policing and Anti-Crime Teams. Garfield High

School and the Seattle Housing Authority's Yesler Terrace are two focal points of the Community Policing Program in the vicinity of Swedish Cherry Hill.

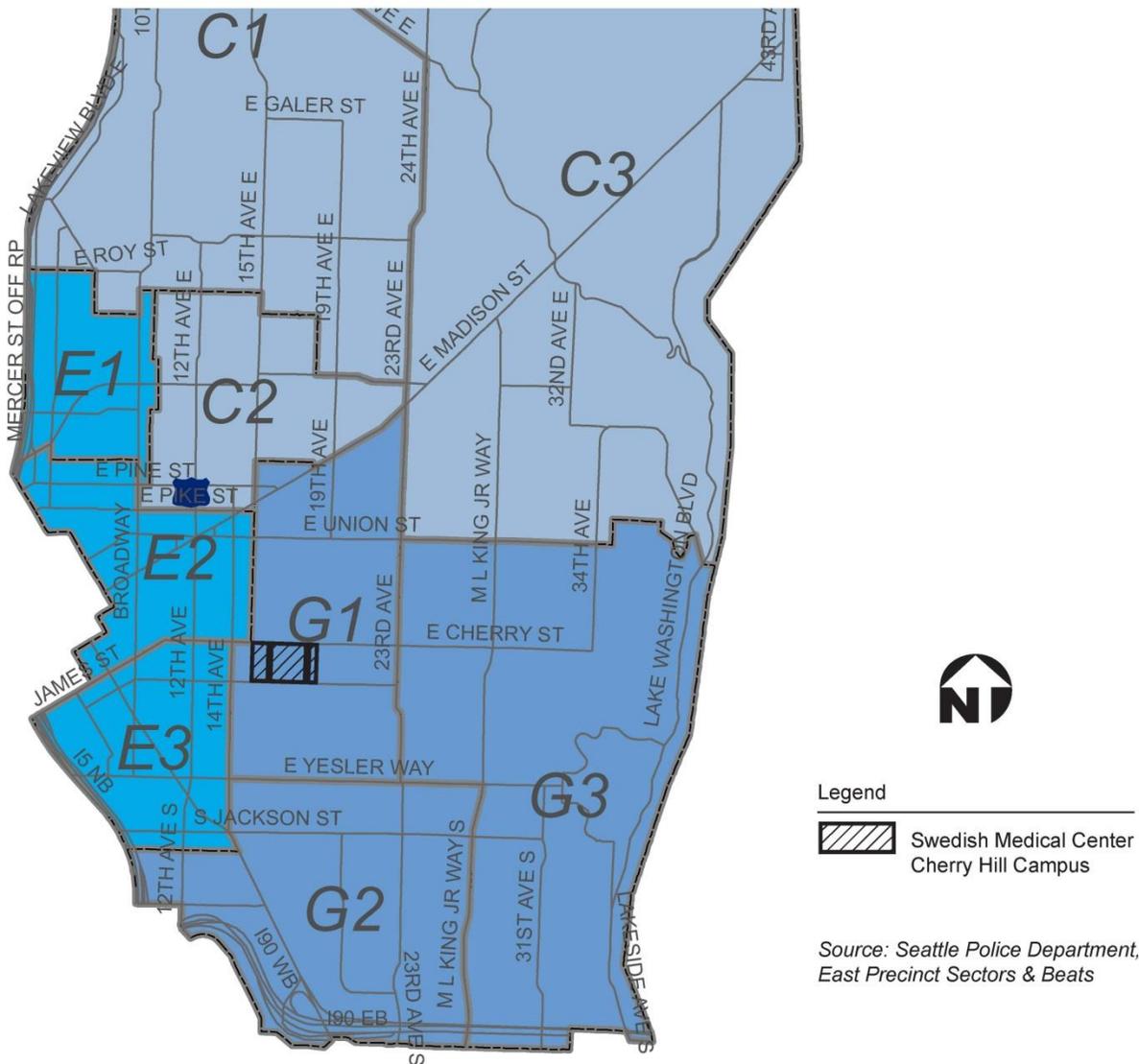


Figure 3.8–2
SPD East Precinct

In mid-2012, SPD reported City-wide average response times of 6.8 minutes against a goal of 7 minutes (SPD 2013). SPD reports that over the past 25 years, major crimes have shown a steady downward trend (SPD 2013). Table 3.8-3 shows crime statistics for East Precinct, George sector, and beat G1 compared to the City as a whole in 2011 and 2012. East Precinct (90,500 population in 2009) has approximately 15 percent of the City's population and accounts for 15 percent of the City's total crime reports. Beat G1 accounts for 1 percent of the City's total crime reports.

**Table 3.8-3
Major Crime Reports 2011 and 2012**

| Type of Crime | 2011 | | | | 2012 | | | |
|----------------------------------|-------|---------------|--------|------|-------|---------------|--------|------|
| | City | East Precinct | Sector | Beat | City | East Precinct | Sector | Beat |
| Criminal Homicide | 20 | 3 | 2 | 1 | 26 | 2 | 1 | 0 |
| Forcible Rape Total | 100 | 12 | 1 | 0 | 121 | 12 | 4 | 3 |
| Robbery Total | 1418 | 225 | 96 | 37 | 1447 | 243 | 90 | 43 |
| Assault Total | 7347 | 1064 | 325 | 108 | 7319 | 1089 | 357 | 119 |
| Burglary Total | 6807 | 1000 | 311 | 93 | 6633 | 1004 | 244 | 62 |
| Larceny - Theft Total | 21585 | 3158 | 868 | 257 | 20656 | 3017 | 896 | 243 |
| Motor Vehicle Theft Total | 3400 | 463 | 112 | 51 | 3541 | 533 | 138 | 33 |
| Grand Total | 40677 | 5925 | 1715 | 547 | 39743 | 5900 | 1730 | 503 |
| Percent of Crime | 100% | 15% | 4% | 1% | 100% | 15% | 4% | 1% |

Source: SPD 2013

In addition to the SPD providing law enforcement and public safety in the area, Swedish Cherry Hill supports their own security within the campus. Swedish Cherry Hill Security indicates that the typical calls to SPD involve disorderly conduct, car prowls (in parking garages), theft, trespassing, and assaults. Calls for police service average two to four calls per month. Seattle University, located immediately west of Swedish Cherry Hill, also maintains a security force that supplements SPD patrols of public areas outside of the Swedish Cherry Hill campus (Swedish 2013c).

3.8.2.3 Parks and other Open Space

According to the City of Seattle Parks and Recreation Department website, there are no public parks or open spaces immediately adjacent the Swedish Cherry Hill campus. There are several recreational facilities, small parks, and open spaces within several blocks of the Swedish Cherry Hill campus.

The 0.3-acre Firehouse Mini Park is located within the block north of the campus at 712 18th Avenue. The Firehouse Mini Park abuts the former Fire Station 23 discussed in Section 3.6 Historic Resources. The tree-shaded park has a wading pool, firehouse-themed play area, and benches. A 0.3-acre park with similar character, Spring Street Mini Park, is located 3 blocks north of the campus.

Spruce Street Mini Park is located at 160 21st Avenue approximately 4 blocks southwest of the campus. The 0.7-acre park has a modern play area, benches, a grassy area, and trees.

Garfield Playfield is located at 23rd Avenue and East Cherry Street. The 19.4-acre park, adjacent to the Garfield Community Center, has lighted tennis courts, fields for football, soccer, and baseball/softball, and restrooms. The Medger Evers indoor pool is also located next to the park.

Seattle University, a private institution, is located immediately west of Swedish Cherry Hill along 15th Avenue. The Seattle University Connolly Center (recreation and athletics) abuts 15th Avenue. The university's athletic fields and tennis courts are located farther west of the Connolly Center. These facilities are not included in the Seattle University MIMP as designated open space and their use appears to be limited to students and staff of Seattle University.

Public parks and open space within several blocks of Swedish Cherry Hill are shown on Figure 3.8-3.

The existing open space on the Swedish Cherry Hill campus reflects the urbanized character of the campus. These spaces are dispersed, and are generally small varied spaces in the perimeter setbacks and in-between buildings. The Master Plan identifies the central plaza as an open space; a portion is used as the hospital's main driveway entrance.



Source: Google Earth Pro

Legend

 Swedish Medical Center Cherry Hill Campus

Figure 3.8-3
Parks and other Open Space

3.8.2.4 Water/Sewer/Stormwater

Water

Seattle Public Utilities (SPU) supplies water to 1.3 million businesses and people in the region, including the Swedish Cherry Hill campus. In 2009, users of the Seattle Regional Water System consumed approximately 130 million gallons per day, or approximately 47 billion gallons per year.

Water service to the Swedish Cherry Hill campus is supplied through ductile iron or cast iron mains ranging from 6-inch to 12-inch diameter (See Figure 3.8-4). In 2012, the domestic and irrigation water demand for the Swedish Cherry Hill campus was approximately 20.4 million gallons of water per year.

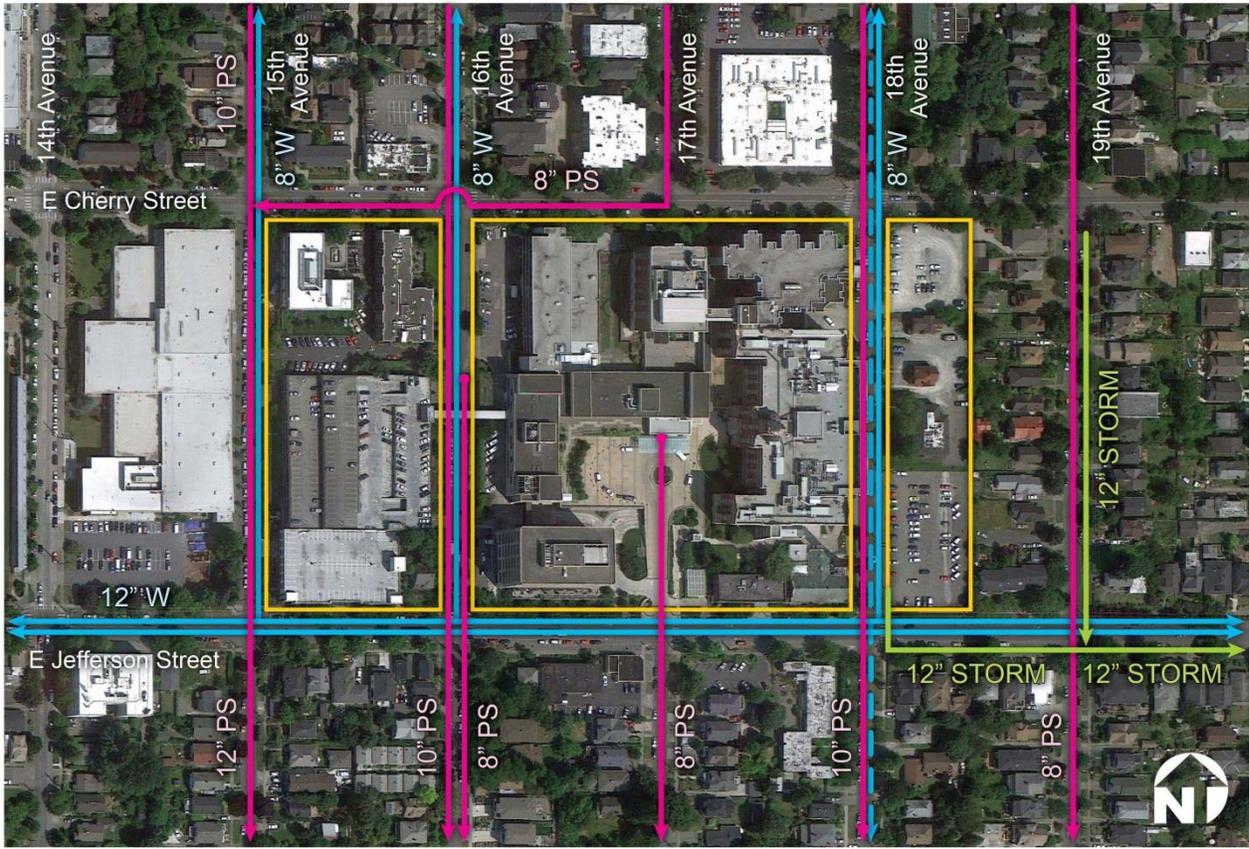
Sewer

Sewer service to the Swedish Cherry Hill campus is provided by SPU. Swedish Cherry Hill is served by combined public sewers consisting of a 10-inch clay pipe and a 15-inch concrete pipe in 15th Avenue, an 8-inch clay pipe in 16th Avenue, a 10-inch clay pipe in 17th Avenue, and an 8-inch clay pipe in 18th Avenue (See Figure 3.8-4). For commercial businesses, such as Swedish Cherry Hill, sewer bills are based on actual water usage at all times of the year. The City allows medical waste in the form of liquid body fluids to be flushed into the sewer system.

No system expansions are contemplated by SPU at this time. With each permit application for specific buildings, an analysis of sewer capacity would be performed to determine whether adequate capacity exists from the site to the location where SPU's collection system connects to King County interceptors (approximately 3,300 linear feet downstream).

Stormwater

Stormwater service is provided through SPU. Stormwater is collected and detained in a flow-controlled facility onsite, then discharged to the combined public sewer mains described in the description of the sewer system above (See Figure 3.8-4). Drainage fees are collected through property taxes and not through a utility bill. Stormwater rates are charged per number of 1,000 gross SF increments on the site. Rate charges vary depending on property size and the total amount of impervious surfaces.



Source: Google Earth Pro

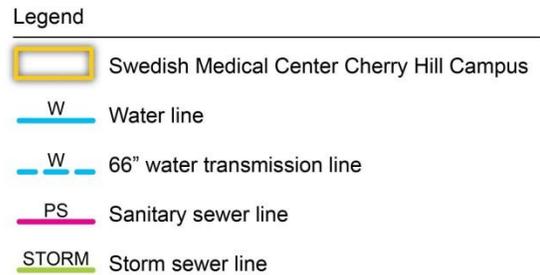


Figure 3.8-4
Existing Utilities

3.8.2.5 Solid Waste

Solid waste service to Swedish Cherry Hill is provided by Cleanscapes. Non-hazardous recycling, including commingled recyclables and cardboard is provided by Republic Services. A number of other recyclers handle materials that require special handling such as privacy-sensitive documents, batteries, electronics, oil, antifreeze, and spent lamps. In 2012, Swedish Cherry Hill generated 1,076,130 pounds of solid waste, and 920,465 pounds of recycling.

In 2012, the Swedish Cherry Hill campus generated 74,900 pounds of food waste and 24,000 pounds of yard waste. These compostable materials are sent to Cedar Grove for composting.

The campus reduced its waste stream by 5 percent and increased its recycling rate to 46 percent in 2012. The internal website “Healthy Healthcare” provides information to staff for improving the hospital’s sustainability (Swedish 2013d).

Garbage is delivered to the Seattle’s South Transfer Station at 130 South Kenyon Street, which is managed and operated by SPU. Recycling materials are delivered to the Republic’s facilities at 54 South Dawson Street in Seattle.

The transfer station that primarily serves the Seattle area south of the Lake Washington Ship Canal, although service is not limited to that area. Solid waste, organics (e.g., yard and food waste) and recyclables (e.g., clean wood waste, appliances and other scrap metal, plastics, paper and other recyclables) are collected at the station. The solid waste is compacted, and the waste materials are trucked to an intermodal yard for transfer to trains (solid waste), the Cedar Grove composting facility in Maple Valley (organics), and other recycling facilities (recyclables). Waste from the station is transported to the Columbia Ridge Landfill and Recycling Center in Arlington, Oregon.

Medical and other Hazardous Waste

Medical waste generated by Swedish Cherry Hill is picked up bi-weekly by Stericycle, the only Washington Utilities and Transportation Commission-permitted medical waste-hauler within the state. In 2012, the Swedish Cherry Hill campus generated 13,463 pounds of medical waste. So-called “red bag” waste includes waste pharmaceuticals, chemotherapy waste, and various other hazard materials designated by the State of Washington (Swedish 2013d).

3.8.3 Impacts

Alternative 1 – No Build

The No Build Alternative would not involve expansion of the MIO boundary. There would be some remodeling and/or replacement and could be changes to onsite pedestrian and vehicular circulation and parking. Construction activities would be anticipated to be similar to ongoing maintenance activities that existing today.

Impacts Common to All Build Alternatives

Fire

Increases in onsite employment and the number of visitors/patients to the Swedish Cherry Hill campus would be incremental and would be accompanied by an increased demand for all types of services provided by SFD, including fire protection, BLS, and EMS. The SFD indicates that they have sufficient capacity and resources to absorb potential increased calls related to fire suppression and EMS services at Swedish Cherry Hill¹.

¹ Source: Leonard Roberts, SFD email 11/8/2013, 2013c

All new and renovated buildings would be constructed in compliance with the fire codes in effect at the time of building permit review. Adequate fire flow to serve the proposed redevelopment would be provided as required by fire code. Specific code requirements would be adhered to regarding emergency access to structures.

Police

Increases in onsite employment and campus visitors/patients over the build-out of the Swedish Cherry Hill MIMP would be incremental and would be accompanied by increases in demand for police services. There should be no difference between the alternatives in the level of calls for service.

Parks and other Open Space

There would be no effects to parks, other recreation, or open space off-campus. Visitation to the existing parks and open space may increase relative to the increase in employment, patients, and visitors at the Swedish Cherry Hill campus. With the implementation of any of the Build Alternatives, the amount of landscaped areas providing open space on campus would be replaced or relocated based on the building design. For Alternative 12, Swedish has proposed to construct a “Health Walk” or walking path around the perimeter of campus with informational signs, public pocket parks, and green spaces with seating areas. Seattle DPD Green Factor guidelines would be used in directing the development of new open spaces. Overall, the Build Alternatives are anticipated to have a positive impact on open space on campus.

Water/Sewer/Stormwater

With the increase of 1.9 million SF of gross building area on the site proposed in Alternative 8, this demand is expected to increase to 62.7 million gallons per year, based on average consumption per SF of gross building area.

With the increase of 1.55 million SF of gross building area on the site proposed in Alternative 11 or 12, this demand is expected to increase to 71.6 million gallons per year, based on average consumption per SF of gross building area.

All Build Alternatives could increase water demand from its current 20.4 million gallons of consumption annually.²

There appears to be adequate capacity in the current system to handle an increase in water consumption, as well as sanitary sewer and stormwater discharge. The MIMP development would occur over the next 30 years and existing capacity could change. With each new building proposed, an evaluation of the infrastructure would be performed and improvements identified if needed. The evaluation would be submitted to DPD as part of a permit application.

² Calculation: 33 gallons per square-foot multiplied by the additional square-footage under each alternative. This demand per square-foot is based on the current water usage records for the Swedish Medical Center Cherry Hill campus.

As the water pressure in the public system is static, Swedish Cherry Hill neighbors would not experience changes in their water pressure. The only time a reduction in water pressure could be noticed is during a fire flow event (e.g., when fire hydrants are in use to battle a fire). None of the Build Alternatives would have an impact on water services or local domestic water pressure.

Solid Waste

All Build Alternatives would result in an increase in solid waste production. No forecast has been calculated on the future waste stream upon full build out. Swedish Medical Center indicates that the amount and content of the waste stream would depend upon the services offered at the campus (e.g., obstetrics services would increase red bag waste and recycling) and building design with sustainability in mind would reduce the potential increase in waste production and increase opportunities for recycling. The campus would continue efforts to reduce waste and increase the recycling rate (Swedish 2013d). No impacts are anticipated.

3.8.4 Cumulative Impacts

Planned development in the area includes projects associated with the Swedish Medical Center/First Hill, Harborview Medical Center, The Polyclinic, and Seattle University. These projects, together with the Swedish Cherry Hill campus redevelopment, could increase demand for public services (e.g., fire, police, parks, water/sewer/stormwater, and solid waste) in the vicinity. Currently, there is sufficient capacity in the system to accommodate development; however, a specific analysis would need to be performed for each building as it is developed and improvements identified if needed.

3.8.4.1 Fire

The SFD reports that approximately 80 percent of the total increase in call volume for fire/EMS services is related to the general growth in population and employment (for commercial development call volume is calculated based on the increase in number of employees). Geographic areas that have a high concentration of hospitals, clinics, nursing homes, retirement, and adult care facilities account for approximately 20 percent of SFD's call volume. The adjacent First Hill/Broadway neighborhood has one of the highest numbers of EMS calls in the City. Planned development in the area, together with the Swedish Cherry Hill campus redevelopment, would increase demand for certain fire/EMS services over the long-term.

Based on the anticipated increase in demand for fire/EMS services, the SFD is developing alternate response strategies based on a City-wide review of call volume (demand), forecasted changes in demographics, and other criteria. Therefore, mitigating measures related to any specific project would not be required (SFD 2013c).

3.8.4.2 Water/Sewer/Stormwater

Sufficient capacity is currently available within these infrastructure systems, with the exception of storm drainage capacity within mains in 23rd Avenue east of the project site. The storm drainage capacity on 23rd Ave is known to be deficient. The existing storm drainage system in this area is planned for improvement in the near future, with modifications to include

construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure BMP's and/or re-directing some of the water around the limited capacity portions of the system. The actual limits and details of the project are still in the planning stage, so are not known at this time. As development occurs in the future, a current analysis would need to be performed for each development and improvements identified if needed.

3.8.5 Mitigation Measures

The following mitigation measures would reduce potential impacts to fire/EMS Services from implementing the Swedish Cherry Hill MIMP:

- Swedish Cherry Hill will consult SFD to plan fire access routes to and on the site.
- Fire flow requirements and hydrant location/capacity will be reviewed with SFD to ensure adequate capacity.

The following mitigation measures could minimize potential impacts to police services resulting from implementing the Swedish Cherry Hill MIMP:

- Permanent site design features will be included to help reduce criminal activity and calls for service, including: orienting buildings towards sidewalks, streets and/or public open spaces; providing convenient public connections between buildings onsite and to the surrounding area; and, providing adequate lighting and visibility onsite, including pedestrian lighting.
- The Final MIMP will state that Swedish Cherry Hill will apply Crime Prevention Through Environmental Design (CPTED) principles to the development of its open space and public amenities to enhance the safety and security of the areas.

The following mitigation measures would reduce or minimize potential impacts to water, sewer, and stormwater:

- Major development on the Swedish Cherry Hill campus would examine the impact of development on the public sewer infrastructure from the development site to where SPU's collection system connects to King County interceptors (approximately 3,300 linear feet downstream).
- In the event that a tunnel is constructed across 16th Avenue, public sewer and water mains that are impacted would be relocated to carry flows around the impacted area in other parallel street rights-of-way.
- Low-impact development measures such as bio-retention cells or bio-retention planters will be utilized to reduce the demand on stormwater infrastructure.
- In addition to Low Impact Development measures, major development on the Swedish Cherry Hill campus would trigger the need for flow control and water quality measures as part of the storm drainage design requirements for the site. Required water quality measures would involve following the Seattle stormwater design guidelines and using the BMPs for water quality that would work effectively on the site while meeting the

necessary requirements. BMPs that would likely be used include bio-filtration tree wells, stormwater filter units, or water quality vaults. There are also several other possible measures that could be used, but it will depend on site constraints and the amount of stormwater that needs to be treated.

The following mitigation measures would reduce or minimize potential impacts to solid waste from the implementation of the Swedish Cherry Hill MIMP:

- Continued implementation of waste reduction and recycling measures including an informational website, efficient use of materials and supplies, food and yard waste composting, hazardous waste recycling, and general office recycling.

3.8.6 Secondary and Cumulative Impacts

The Build Alternatives in combination with population growth in the City would increase the demand on public services and utilities; however, each of the identified public services and utilities has the capacity to accept an increase without adverse effects.

3.8.7 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts would be anticipated.

3.9 Construction

This section of the Final EIS describes potential construction-related impacts that could result from development identified under the proposed new MIMP. Demolition, site preparation, excavation and construction will generate short-term environmental impacts including: air quality; noise; land use; aesthetics; housing; historic resources; transportation (including circulation and parking); and public services. While the majority of all construction activity will occur during the daytime, at times it may be necessary for some construction activity to occur during evening hours. Some evening activities may be necessary to reduce the duration of the overall construction timeframe and/or because the City requires certain construction activities to occur at that time in order to reduce impacts to pedestrians and vehicles during the day. Construction activity would likely be noticeable to some adjacent land uses.

Policy Context

The SMC contains specific provisions that describe the scope of the SEPA analysis for the construction impacts analysis. Relevant policies from SMC 25.05.675 are provided below:

B.2. Construction Impact Policies

1. *It is the City's policy to minimize or prevent temporary adverse impacts associated with construction activities.*
2. *The decision maker may require, as part of the environmental review of a project, an assessment of noise, drainage, erosion, water quality degradation, habitat disruption, pedestrian circulation and transportation, and mud and dust impacts likely to result from the construction phase.*
3. *Based on such assessments, the decision maker may, subject to the Overview Policy set forth in SMC Section 25.05.665, condition or deny a project to mitigate adverse impacts of the construction process.*
4. *Noise. Mitigating measures to address adverse noise impacts during construction include, but are not limited to:*
 - i. *Limiting the hours of construction;*
 - ii. *Specifying the time and duration of loud noise;*
 - iii. *Specifying a preferred type of construction equipment; and*
 - iv. *Requiring sound buffering and barriers.*
5. *Drainage. Mitigating measures to address adverse drainage impacts during construction may include, but are not limited to:*
 - i. *Sedimentation traps and filters;*
 - ii. *Sedimentation tanks or ponds;*
 - iii. *Oil separators;*
 - iv. *Retention facilities;*
 - v. *Maintenance programs;*
 - vi. *Performance bonds; and*
 - vii. *Non disturbance areas.*
6. *Pedestrian Circulation. Mitigating measures to address adverse impacts relating to pedestrian circulation during construction may include, but are not limited to:*

- i. Covered sidewalks or alternate safe, convenient and adequate pedestrian routes; and*
 - ii. Limits on the duration of disruptions to pedestrian flow.*
- 7. Transportation. Mitigating measures to address transportation impacts during construction may include, but are not limited to:*
 - i. A construction phase transportation plan which addresses ingress and egress of construction equipment and construction worker vehicles at the project site;*
 - ii. Traffic control and street maintenance in the vicinity of the construction site;*
 - iii. Rerouting of public vehicular and pedestrian circulation in the vicinity of the construction site;*
 - iv. Providing a temporary High Occupancy Vehicle (HOV) incentive program for construction workers at the site to reduce the number of their vehicle staking parking places in the vicinity of the construction site; and*
 - v. HOV discounts for members of the public who were displaced from a traditional parking area by the construction activity.*

3.9.1 Affected Environment

3.9.1.1 Air Quality

Typical sources of air pollution within the Swedish Cherry Hill project area include vehicular traffic, medical offices and facilities, educational institutions, a variety of commercial businesses, and residential wood-burning fireplaces and stoves. Residential wood-burning produces a variety of air contaminants, including relatively large quantities of fine particulate matter. The major concern with regard to air pollution from vehicular traffic is CO. CO is the pollutant that is emitted in the largest quantity for which ambient air standards exist.

Other pollutants generated by traffic include the ozone precursors: hydrocarbons and nitrogen oxides. In addition, sulfur oxides and nitrogen dioxide (NO₂) are emitted by motor vehicles, although concentrations of these pollutants are usually low, except for near large industrial facilities.

Ecology and the PSCAA maintain a network of monitoring stations in the Puget Sound region. Based on monitoring information collected over a period of years, the Swedish Cherry Hill project study area is in an ozone air quality “maintenance” area, suggesting that the air quality is generally good. This is a nonattainment area that has been found to be in attainment of the standard, but which is still subject to special air quality reviews until the standard has been maintained for at least 10 years. Under current air quality plans and policies, a “maintenance” area designation has no direct implications on the Alternatives.

See Section 3.1, Air Quality, for additional information.

3.9.1.2 Groundwater

A Geotechnical Engineering Design Report was prepared in February 1988 (Hart Crowser 1988) prior to the construction of the East Tower. The purpose was to assess subsurface site

conditions, to assist the structural engineer in establishing foundation design criteria, and to provide geotechnical recommendations related to design and construction. Three hollow-stem auger borings were drilled to depths ranging from 60 to 70 feet below the street level. The borings disclosed somewhat variable soil conditions, including glacial till overlying silty, fine sand. Groundwater was encountered at an elevation of approximately 300 to 305 feet (approximately 35 to 50 feet below the surface). According to URS geotechnical engineer Martin McCabe (PE), the Cherry Hill area is generally underlain by shallow glacial till (i.e., unsorted sediment with content that varies from clays to mixtures of clay, sand, gravel and boulders). There are likely areas of perched groundwater, where there are pockets of groundwater that have rock or clay under them that prevents the groundwater from draining. Construction can affect the groundwater by compacting soil which can force groundwater to the surface or to another location, or by opening new channels in what was previously an impermeable layer.

3.9.1.3 Noise

The existing Swedish Cherry Hill site is typical of a semi-urban residential setting. The source of noise on and around the campus is primarily from automobile traffic on the nearby surface roads, aircraft overflights, pedestrian activity and other typical urban activities.

The existing aural environment at the edge of the Swedish Cherry Hill Site was characterized using multi-day sound level measurements at seven locations. These measurements were taken to construct a model of existing noise levels.

The measured existing sound levels indicate that sound levels in the vicinity of the Swedish Cherry Hill Campus are relatively high (54 to 78 dBA), often not dropping below code limits during daytime hours and occasionally remaining above nighttime noise limits as well. This is attributable to traffic on E Cherry and E Jefferson Streets; noise monitors located along these streets exhibited consistently higher hourly L_{eq} levels than those located to the east and west of the campus. Noise levels along the eastern border of the campus are substantially lower and are consistent with the adjacent residential neighborhood.

See Section 3.2, Noise, for additional information including details on noise level measurements.

3.9.1.4 Transportation

Swedish Cherry Hill is surrounded by residential neighborhoods to the north, east, and south. West of the Swedish Cherry Hill campus lies the Seattle University campus. The neighborhoods located adjacent to the campus are served by residential streets, which include on-street parking and sidewalks. With parking permitted on both sides of the roadways, travel way widths are narrow and often only one car can pass at a time, depending on how vehicles are parked on the street.

Access to and from the regional roadways such as I-5 to the west is provided via E Cherry Street and E Jefferson Street. Local connections to the neighborhood from these roadways are

generally provided via stop controlled intersections, with E Cherry and E Jefferson Streets having the right-of-way. However, to serve the neighborhoods north of the campus, traffic signals exist at the E Cherry Street/18th Avenue and E Cherry Street/14th Avenue intersections. No traffic signals exist along E Jefferson Street in the vicinity of the campus. Access to the campus north (SR 520) and south (I-90) of the local neighborhoods is provided via collector arterials such as E Madison Street, Rainier Avenue, and Broadway. These roadways range from three- to five-lane cross-sections.

There are several parking areas within the Swedish Cherry Hill campus that are available to staff, patients, and visitors. Access points to the Swedish Cherry Hill parking garages and surface lots are located primarily on 15th Avenue, 16th Avenue, and 18th Avenue between E Cherry Street and E Jefferson Street. Designated parking is provided for patients of the Northwest Kidney Center within a separated portion of the 16th Avenue garage with vehicular access along 15th Avenue.

The primary access to the emergency department is provided via 16th Avenue. The entry to the emergency department is located south of E Cherry Street at the second driveway, which is one-way inbound only. Ambulances, other emergency vehicles, and patients enter the same driveway. In front of the emergency entrance, there are two parking spaces for ambulances and seven parking spaces for emergency room visitors.

The primary north to south bicycle corridors included Broadway and 19th Avenue E, which are delineated with sharrows. 19th Avenue is a signed bicycle route. A bicycle lane is provided along 12th Avenue E. East to west bicycle connections in the study area are provided via E Cherry Street and E Jefferson Street, and predominantly identified by sharrows. Bicycle lanes are provided along portions of E Cherry Street traveling in the uphill direction, E Jefferson Street west of 19th Avenue, and E Yesler Way. Union Street, a signed bike route, has a combination of sharrows and bicycle lanes. The E Yesler Way bicycle route goes into the downtown.

King County Metro operates several routes within the vicinity of Swedish Cherry Hill. There are 8 King County Metro Transit routes within a half-mile (or 10- to 12-minute) walking distance of Swedish Cherry Hill. King County Metro bus stops are currently located on E Jefferson Street at 17th Avenue adjacent to the Swedish Cherry Hill campus.

Sidewalks are present on all of the streets surrounding the Swedish Cherry Hill campus with marked crossings at most intersections.

See Section 3.7, Transportation, for more detailed information.

3.9.1.5 Public Services

Fire

Swedish Cherry Hill is situated between three fire stations: Fire Stations 6, 25, and 10. Fire Station 6 (Central District, 101 23rd Avenue South) is located approximately 0.7-mile to the southeast of Swedish Cherry Hill and houses an engine company and a ladder unit. Station 25 (Capitol Hill, 1300 East Pine Street), located approximately 0.9-mile to the north, is the lead station for Battalion II, which serves the central part of the city. As a battalion station it houses an engine company, a ladder unit, an aid unit, and a battalion chief unit. It also houses several reserve units, including a reserve ladder unit and battalion chief unit. Station 25 houses the department's Mobile Ventilation Unit, which is utilized to support large-scale decontamination/ventilation efforts. Station 10 (400 South Washington Street), located approximately 1.2 miles to the southwest of Swedish Cherry Hill; houses an engine company, a ladder unit, an aid unit, the SFD primary hazmat unit, and the reserve hazmat unit. Fire Station 10 is the city's Fire Alarm Center and the Emergency Operations Center, which have the ability to operate continuously for 72 hours under emergency conditions.

See Section 3.8.1.1 for additional information on fire services.

Police

Swedish Cherry Hill is located in East Precinct, George sector, beat G1. East Precinct, located at 1519 12th Avenue, serves the Capitol Hill, Central Area, First Hill, Judkins Park, Madison Park, Montlake, upper Pike/Pine neighborhoods in the East and Central Neighborhood Districts.

See Section 3.8.1.2 for additional information on police services.

Water/Sewer/Stormwater

Water service to the Swedish Cherry Hill campus is supplied through ductile iron or cast iron mains ranging from 6-inch to 12-inch diameter. Sewer service to the campus is provided by SPU. Swedish Cherry Hill is served by combined public sewers consisting of a 10-inch clay pipe and a 15-inch concrete pipe in 15th Avenue, an 8-inch clay pipe in 16th Avenue, a 10-inch clay pipe in 17th Avenue, and an 8-inch clay pipe in 18th Avenue. Stormwater service is provided through SPU. Stormwater is collected and detained in a flow controlled facility onsite, then discharged to the combined public sewer mains.

See Section 3.8.1.4 for additional information on water/sewer/stormwater.

3.9.2 Impacts

3.9.2.1 Alternative 1 – No Build

The No Build Alternative would involve limited modifications or additions to open space, or modifications to onsite pedestrian and vehicular circulation or parking. Construction impacts could result from on-campus remodeling or building replacement projects.

Air Quality

Short-term, temporary increases in emissions could occur. Swedish would comply with PSCAA regulations and provide mitigation to reduce construction dust and emissions.

Noise

Short-term, temporary noise impacts could occur due to construction activities such as demolition, excavation and structure erection.

Transportation

Limited modifications to onsite pedestrian and vehicular circulation or parking could occur. Any street or sidewalk closure would be regulated and permitted through the SDOT. Short-term transportation impacts would be negligible to minor.

Public Services and Utilities

No onsite activities are anticipated to affect public services; no public services impacts are anticipated.

No modifications to utilities are anticipated but in the event limited modifications to the site require improvements to utilities, utility design and construction would be overseen by the responsible utility. Permit requirements would seek to avoid or minimize service interruptions during construction periods.

3.9.3 Impacts Common to all Build Alternatives

3.9.3.1 Air Quality

Demolition, site preparation, and construction activities would intermittently generate particulate matter, odors, and engine exhaust. Particulate matter (dust, PM_{2.5} and PM₁₀) would be emitted from ground clearing, excavation, material piles, building construction, and trucks depositing mud on streets. Engine exhaust would include small amounts of CO, GHGs, and particulate matter from trucks and construction equipment. Diesel-powered construction equipment would emit small amounts of diesel exhaust and air toxics. Engine exhaust and paving activities could be sources of odors at times. The duration of construction emissions would vary depending on the individual building project, and any construction impacts would be considered short-term and temporary.

Construction equipment, temporary detours, lane restrictions, and other construction activities could increase traffic congestion at times. Emissions from traffic could increase while vehicles experience greater delay. Any vehicular emissions from construction traffic would contribute a small amount compared with area automobile traffic, because construction traffic would be a small fraction of the total traffic in the area. Emissions from temporary traffic delays as a result of construction equipment could be reduced by a Construction Transportation Management Plan (CTMP).

Potential construction impacts would be mostly localized to the vicinity of the construction activity. Residences are located in the immediate vicinity of the Swedish Cherry Hill site, and the potential for site-specific construction air quality impacts to sensitive land uses would vary depending upon the proximity of development to residences, and could be moderate at times during heavy construction or demolition activities.

To reduce fugitive dust, odors, and engine exhaust, construction activities would include mitigation measures such as spraying with water and emission-control devices on equipment. Construction activities would comply with the PSCAA regulations to minimize fugitive dust (PSCAA 2013b). With the mitigation and dust-control measures, the quantity of air emissions during construction would be anticipated to be minimal.

3.9.3.2 Groundwater

As noted above, construction can alter the subsurface soil conditions, and create new drainage pathways for groundwater. With each site-specific development, a geotechnical analysis would be performed that would include soil borings that would identify depth to groundwater and subsurface conditions that may affect groundwater flow. The geotechnical report would include recommendations for soil strengthening and means of addressing groundwater. These reports would be included in MUP applications for site-specific buildings.

3.9.3.3 Noise

Construction activities would intermittently generate noise from demolition, site preparation, construction, and paving activities. Construction noise levels would vary, depending on the equipment being used, location, and time and duration of the construction activity. Noise during construction could be disruptive at times for nearby land uses and be most noticeable at locations near construction activities.

The City noise ordinance allows temporary noise levels to exceed the noise limits described in Table 3.9-1 during daytime hours. Stricter nighttime noise levels apply during nighttime hours (between 7:00 PM and 7:00 AM on weekdays, and between 7:00 PM and 9:00 AM on weekends and legal holidays) and are limited to 45 dBA for sources affecting receivers in residential zones.

**Table 3.9-1
Construction Equipment Sound Ranges**

| Equipment | Examples | Noise Level At 50 feet (dBA) ⁽¹⁾ | Noise Level At 100 feet (dBA) ⁽²⁾ | Noise Level At 400 feet (dBA) ⁽³⁾ |
|---------------------------|--|---|--|--|
| Earth Moving | Compactors, loaders, backhoes, tractors, graders, pavers | 73-96 | 67-90 | 55-78 |
| Materials Handling | Concrete mixers and pumps, cranes, derricks | 74-88 | 68-82 | 56-70 |
| Stationary | Pumps, compressors, generators | 69-87 | 63-81 | 51-69 |
| Hauling | Trucks | 83-94 | 77-88 | 65-76 |
| Impact Equipment | Pile drivers | 95-106 | 89-100 | 77-88 |
| Impact Tools | Jackhammers, rock drills, pneumatic wrenches | 81-98 | 75-92 | 63-80 |

Notes:

- 1) Noise levels at 50 feet from *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (U.S. EPA 1971).
- 2) Noise levels at other distances extrapolated by an attenuation rate of 6 dBA per doubling of distance from the source at 50 feet.
- 3) Noise levels do not consider the shielding effects of buildings and other obstructions.

The proposed MIMP envisions a development period of approximately 30 years or longer, however the development would occur in phases and construction would not be continuous. Any potential construction noise impacts would be considered short-term and temporary, and would include measures to reduce construction impacts. Construction activities also would comply with the City noise regulations where applicable.

During construction, the greatest potential for noise impacts would be to the residences located immediately adjacent to the half-block located on 18th Avenue between E Jefferson and E Cherry Streets. Construction activities within 50 to 100 feet of sensitive receivers would have the potential to exceed 80 to 85 dBA. Individual pieces of equipment such as dump trucks, pavers, pneumatic wrenches, and jackhammers have the potential for higher noise levels. If construction noise were to exceed 80 dBA L_{eq} , a violation could occur depending upon its duration. To determine whether a noise violation is occurring, a 1-hour L_{eq} measurement of construction noise would need to be recorded.

Construction noise sources would include earth movers, generators, trucks, and impact equipment. Maximum noise levels of construction equipment would be similar to the typical construction equipment noise levels presented in Table 3.9-1.

The construction noise levels in Table 3.9-1 are for individual equipment operating separately, and do not represent L_{eq} levels over any particular period. Average L_{eq} levels would depend on the type and number of construction equipment, how often the equipment operates, location within the construction area, and distances to nearby residences. Because various construction equipment at any time could be turned off, idling, or operating at less than full power, and

because construction machinery is typically used to complete short-term tasks, average construction L_{eq} levels would be lower than the maximum sound levels in Table 3.9-1.

Ground vibrations could occur during construction as the result of the use of heavy equipment during the demolition of existing structures, ground improvement activities, compaction equipment operations, and truck traffic. These vibrations could be annoying to individuals working or living within the area, and/or potentially cause damage to nearby structures or utilities. Vibration monitoring would be implemented if necessary to prevent offsite adverse effects.

3.9.3.4 Transportation

The construction impacts associated with the proposed Swedish Cherry Hill MIMP on of the transportation system elements; including the street system, campus access and circulation, pedestrian and bicycle transportation, transit service/facilities, traffic volumes, traffic operations, traffic safety and parking; are described below.

Street System

Construction impacts related to the street system would depend on the location of the construction within the Swedish Cherry Hill campus. The streets that would be most impacted would include E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue along the campus frontages. A Construction Management Plan (CMP) would mitigate these impacts. The plan could include scheduling street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system.

Campus Access and Circulation

Construction impacts related to campus access and circulation would depend on the location of the construction within the Swedish Cherry Hill campus. Impacts could include the need to reroute traffic and close parking access and/or lots/garages. A CMP could be developed to mitigate impacts. Protocol could be included in the plan related to safe campus access and circulation adjacent to the construction site through the detours, signs, and providing information ahead of time to patients and employees on potential parking access or facility changes.

Pedestrian and Bicycle Transportation

Construction impacts may result in intermittent sidewalk and bicycle facility closures and re-routing along E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue depending on the specific location of construction within the campus. A CMP could be developed to mitigate impacts. Protocol could be included in the plan related to safe pedestrian and bicycle circulation adjacent to the construction site through the use of temporary facilities, detours, and signs.

Transit/Shuttle Services

Construction impacts could result in some increase in ridership as a result of construction workers traveling to and from the site. Based on the review of transit capacity, presented

previously in this document, there would be capacity at the campus to accommodate additional demand related to construction workers. In addition, construction-related activities could impact nearby transit routes and stops as well as pedestrian accessibility to these facilities. A CMP could be prepared and impacts to transit could be coordinated with the transit agency in advance and appropriate relocation and signage provided.

Traffic Volumes

Construction of the Build Alternatives would result in an increase in traffic volumes due to construction workers traveling to and from the site, delivery of material, and truck hauling.

Traffic Operations

As described for traffic volumes, construction impacts related to traffic operations would occur as a result of increased traffic levels. To minimize impacts to operations, a CMP would be developed and could include scheduling the most intensive construction activities such that they are spread out over time, and prohibiting material deliveries from leaving or entering the area during AM and PM peak hours when feasible.

Potential haul routes during construction are anticipated to be between Swedish Cherry Hill and I-5 or I-90 depending on where materials will be delivered to or from. Possible routes could be via E Jefferson, E James or Rainier Ave S. Specific haul routes would be defined as part of the permitting process with SDOT.

Traffic Safety

Construction would increase vehicular traffic within the study area, which could result in increased conflicts between vehicular, pedestrian, and bicycle traffic. It is anticipated that safety impacts related to construction would be less than build-out of the MIMP.

Parking

Parking impacts due to construction would include increased parking needs related to workers, as well as parking facility closures or access changes with the construction. As discussed in the campus access and circulation construction impacts discussion, impact-related closures and changes to parking could be minimized by providing the information ahead of time to patients and employees as well as through detours and signs. Construction worker parking would be accommodated onsite and secured in nearby parking lots and the use of alternative modes would be encouraged. In addition, construction activities could result in the need to close on-street parking adjacent to the site. These closures would be coordinated with SDOT and appropriate notices and signs would be provided.

3.9.3.5 Public Services and Utilities

Fire

During construction activities under the Build Alternatives, there could be an increase in demand for fire services. SFD would respond to service calls related to inspection of specific construction projects onsite and could need to respond to potential construction-related

accidents and injuries. Existing SFD staffing and equipment are expected to be sufficient to handle any potential service needed for workers during onsite construction.

Police

During construction activities of the Build Alternatives, there could be an increase in SPD service calls due to construction site theft and vandalism. Existing SPD capacity would be expected to be sufficient to handle any increased service needed for construction activities.

Solid Waste

Implementation of the Build Alternatives would generate solid waste by both demolition and construction activities. To the extent feasible, impacts related to construction-generated solid waste could be reduced by diverting construction-generated solid waste from landfills and sent to recycling or composting facilities via the South Transfer Station. Other means of reducing the solid waste generated by redevelopment of the campus include: onsite source separated recycling, potential reuse of demolition materials onsite, and salvage and reuse of building components.

Building materials would be tested as part of demolition activities in order to determine the potential levels of contamination present, such as lead or asbestos. The test results would be used to determine whether building materials would be sent to a landfill or to a specialized facility that handles hazardous waste.

3.9.4 Mitigation Measures

To mitigate for potential construction-related impacts, Swedish would develop a CMP in conjunction with site-specific developments. The intent of the CMP is to anticipate and reduce the potential noise impacts from demolition and construction activities on adjacent properties and minimize impacts on traffic. Management practices shall be established and at a minimum include the following: technological and operational noise control measures to reduce the amount of sound generation; reduce the transmission of demolition and construction noise to offsite receivers through sound-containment measures; limits to construction hours depending on distance from sensitive receivers; and, coordinate with SDOT on haul routes and street use permits. This plan would be coordinated with the DPD Noise Abatement Office, SDOT, and Swedish, and must be submitted and approved prior to issuance of a building permit.

The plan would include the following elements:

1. Construction Communication – Including a Contact and Community Liaison. The chair of the Standing Advisory Committee will be included in the Construction Communication Plan associated with site-specific development along with the Contact person and Community Liaison.
2. Construction Hours and Sensitive Receivers – Identifying demolition and construction activities within permissible construction hours.
3. Construction Noise Requirements – All demolition and construction activities shall conform to the Noise Ordinance, except as approved through the variance process.

4. Measures to Minimize Noise Impacts – List measures to be implemented to reduce or prevent noise impacts during demolition and construction activities during standard and non-standard working hours.
5. Construction Milestones – A description of the various phases of demolition and construction, including a description of noise and traffic generators, and anticipated construction hours for each phase.
6. Construction Noise Management – Identify techniques to minimize demolition and construction noise including: timing restrictions, noise reduction construction technologies, process modifications.
7. Construction Parking Management – Construction workers will be encouraged to park in designated onsite parking areas.
8. Construction Traffic/Street and Sidewalk Closures – Demolition, earthwork excavating, concrete and other truck routing plans will be developed and submitted for approval through SDOT for site-specific development.
9. Construction Air Quality – Site development would adhere to Puget Sound Clean Air Agency’s regulations and the City’s construction best practices regarding demolition activity and fugitive dust emissions.
10. Historic Resources – Measures could be implemented as necessary to address potential impacts to historic resources resulting from redevelopment activities.

The following lists specific mitigation measures anticipated for the MIMP.

3.9.4.1 Air Quality

The Build Alternatives would include mitigation measures to reduce emissions of dust, odors, and engine exhaust during construction. Construction activities would comply with the PSCAA regulations that require reasonable precautions to minimize fugitive dust (PSCAA 2013b). Construction equipment also would include emission-control devices to reduce CO, GHGs, and particulate emissions from gasoline and diesel engines. Construction mitigation would be incorporated into construction plans and contractor specifications in the construction contracts. The Build Alternatives will include the following mitigation measures during construction:

- Spray water (when necessary) during demolition, grading, and construction activities to reduce emissions of particulate matter
- Cover dirt, gravel, and debris piles to reduce dust and wind-blown debris
- Cover open-bodied trucks to reduce particulate matter blowing off trucks or dropping on roads while transporting materials. Alternatively, wetting materials in trucks or providing adequate freeboard (space from the top of the material to the top of the truck) could be used to reduce dust and deposition of particulate matter
- Provide wheel washers at construction sites to remove particulate matter from vehicle wheel wells and undercarriages before they exit to decrease deposition of particulate matter on area roadways
- Promptly sweep public streets (when necessary) to remove particulate matter deposited on paved roads and subsequent wind-blown dust

- Monitor truck loads and routes to minimize dust-related impacts
- Turn off construction trucks and engine-powered equipment during long periods of non-use, instead of being left idling, to reduce exhaust emissions and odors
- Require emission-control devices on construction equipment and using relatively new, well-maintained equipment to reduce exhaust emissions of CO, GHGs, and particulate matter from engine exhaust
- Provide quarry spall areas onsite prior to construction vehicles exiting the site
- Schedule the delivery and removal of construction materials and heavy equipment to minimize congestion during peak travel time associated with adjacent streets

The construction contractors could participate in the PSCAA's Diesel Solution Program to voluntarily reduce diesel exhaust. Reduction strategies under the Diesel Solutions Program include using cleaner fuels, retrofitting engines and exhaust systems, and replacing older equipment with newer, cleaner equipment. Reducing diesel exhaust from construction equipment would reduce emissions of fine particulate matter and air toxics during the construction period.

The project would include a CTMP to reduce temporary traffic delays on area streets (see Section 3.7 Transportation). The CTMP could include specific hours of construction, temporary traffic detours, scheduling construction trucks, and flagging. Routing and scheduling construction equipment to reduce delays to traffic during peak travel times would reduce air impacts caused by traffic delays while waiting for construction trucks and other activities.

Construction activities could encourage waste reduction and use of green building materials, which would reduce overall GHG emissions and be consistent with the City's goal to achieve carbon neutrality. Construction waste from the project site could be recycled and reused. Reuse of construction, demolition, and land clearing wastes onsite if feasible would reduce the number of trucks required to transport the material. Reducing the number of construction trucks would reduce their exhaust emissions.

3.9.4.2 Groundwater

A geotechnical report would be prepared for each future site-specific building, and submitted as part of the MUP application. The report would identify subsurface soil and groundwater conditions and would include measures for mitigating any identified impacts.

3.9.4.3 Noise

The Build Alternatives will include mitigation measures to reduce noise during construction. Construction activities would comply with the City's construction noise regulations (SMC 25.08). Construction noise will be reduced with reasonable mitigation measures, such as:

- Develop and implement a CMP that includes site-specific sound level reduction measures
- Use engine enclosures and mufflers on construction equipment
- Locate portable equipment as far as possible from sensitive receptors

- Turn off equipment during periods of nonuse
- Use ambient sensitive broadband backup alarms
- Place stationary equipment as far away from sensitive receiving locations as possible
Where this is infeasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property
- Place construction staging areas expected to be in use for more than a few weeks as far as possible from sensitive receivers as possible

3.9.4.4 Transportation

The construction impacts associated of the proposed Swedish Cherry Hill MIMP on of the transportation system elements; including the street system, campus access and circulation, pedestrian and bicycle transportation, transit service/facilities, traffic volumes, traffic operations, traffic safety and parking; are described below.

Street System

Construction impacts related to the street system would depend on the location of the construction within the Swedish Cherry Hill campus. The streets that would be most impact would include E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue along the campus frontages. A CMP would mitigate these impacts. The plan could include scheduling street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system.

Campus Access and Circulation

Construction impacts related to campus access and circulation would depend on the location of the construction within the Swedish Cherry Hill campus. Impacts could include the need to reroute traffic and close parking access and/or lots/garages. A CMP would be developed to mitigate impacts. Protocol would be included in the plan related to safe campus access and circulation adjacent to the construction site through the detours, signs, and providing information ahead of time to patients and employees on potential parking access or facility changes.

Pedestrian and Bicycle Transportation

Construction impacts may result in intermittent sidewalk and bicycle facility closures and re-routing along E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue depending on the specific location of construction within the campus. A CMP would be developed to mitigate impacts. Protocol would be included in the plan related to safe pedestrian and bicycle circulation adjacent to the construction site through the use of temporary facilities, detours, and signs.

Transit/Shuttle Services

Construction impacts could result in some increase in ridership as a result of construction workers traveling to and from the site. Based on the review of transit capacity, presented previously in this document, there would be capacity at the campus to accommodate additional

demand related to construction workers. In addition, construction-related activities could impact nearby transit routes and stops as well as pedestrian accessibility to these facilities. A CMP would be prepared and impacts to transit would be coordinated with the transit agency in advance and appropriate relocation and signage provided.

Traffic Volumes

Construction of Alternative 8, 11, or 12 would result in an increase in traffic volumes due to workers traveling to and from the site, delivery of material, and truck hauling. It is anticipated that the increase in traffic volumes due to construction would be less than generated with operation of Alternatives 8, 11, or 12.

Traffic Operations

As described for traffic volumes, construction impacts related to traffic operations would occur as a result of increased traffic levels. To minimize impacts to operations, a CMP would be developed and would include scheduling the most intensive construction activities such that they are spread out over time and prohibiting material deliveries from leaving or entering the area during AM and PM peak hours when feasible.

Traffic Safety

Construction would increase vehicular traffic within the study area, which could result in increased conflicts between vehicular, pedestrian, and bicycle traffic. It is anticipated that safety impacts related to construction would be less than those associated with operation of new structures.

Parking

Parking impacts due to construction would include increased parking needs related to workers as well as parking facility closures or access changes with the construction. As discussed in the campus access and circulation construction impacts discussion, impacts related closures and changes to parking could be minimized by providing the information ahead of time to patients and employees as well as through detours and signs. Construction worker parking would be accommodated onsite and secured in nearby parking lots and the use of alternative modes would be encouraged. It is anticipated that parking impacts related to construction would be less than with operation of Alternatives 8, 11, or 12. In addition, construction activities could result in the need to close on-street parking adjacent to the site. These closures would be coordinated with SDOT and appropriate notice and signs would be provided. A parking management plan will be required as part of the CMP. See CMP components above in Section 3.9.4.

3.9.4.5 Public Services

Fire and Emergency Response

Swedish Cherry Hill will consult SFD to plan fire access routes to- and onsite, particularly during construction phases. The portions of the site that are under construction will be fenced and lit,

as well as monitored by surveillance cameras to help prevent construction site theft and vandalism.

Solid Waste

During demolition and construction, construction and debris waste will be recycled, based on the existence of hazardous materials.

3.9.5 Secondary and Cumulative Impacts

Planned development in the area includes projects associated with the Swedish Medical Center/First Hill, Harborview Medical Center, The Polyclinic, and Seattle University. These projects, together with the Swedish Cherry Hill campus redevelopment, would contribute to increased emissions temporarily during construction and cumulative noise impacts would occur during construction from the addition of construction traffic to area roadways. The percentage of new trips would likely be small relative to overall traffic levels on area roadways.

These projects, in combination, could increase demand for public services (e.g., fire, police, parks, water/sewer/stormwater, and solid waste) in the vicinity. Each of the identified public services and utilities has the capacity to accept an increase without adverse effects.

3.9.6 Significant Unavoidable Adverse Impacts

While some construction-related air quality impacts would be unavoidable, due to the temporary and intermittent nature of construction impacts and with implementation of the proposed mitigation, no significant impacts are anticipated.

Construction noise has the potential to affect multiple residential and other sensitive properties in the vicinity of the Swedish Cherry Hill. The City has established specific noise limits for construction activities that occur during daytime hours. These limits vary depending on the zoning of the source and receiving properties and will be different for each of the proposed new or expanded buildings. Careful attention should be given to the demolition and construction plans for these facilities in order to ensure that the construction activities can comply with the applicable noise limits. With attention to these details, no significant noise impacts would be expected.

With implementation of appropriate mitigation measures, no significant unavoidable adverse impacts to historic resources, public services or transportation resources would be anticipated.

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Section 5 - Glossary

Air emissions. Gas emitted into the air from industrial and chemical processes, such as ozone, carbon monoxide, nitrogen oxide, nitrogen dioxide, sulfur dioxide and others.

Air pollutant. Any substance in air that could, in high enough concentration, harm humans, other animals, vegetation or material. Pollutants may include almost any natural or artificial composition of airborne matter capable of being airborne. They may be in the form of solid particles, liquid droplets, gases or a combination thereof. Generally, they fall into two main groups: 1) those emitted directly from identifiable sources; and 2) those produced in the air by interaction between two or more primary pollutants, or by reaction with normal atmospheric constituents, with or without photoactivation. Exclusive of pollen, fog and dust, which are of natural origin, about 100 contaminants have been identified and fall into the following categories: solids, sulfur compounds, volatile organic chemicals, nitrogen compounds, oxygen compounds, halogen compounds, radioactive compounds, and odors.

Air quality standards. The level of pollutants prescribed by regulations that may not be exceeded during a given time in a defined area.

A-weight. A standard frequency weighting to stimulate the response of the human ear.

Congestion. A condition characterized by unstable traffic flows that prohibit movement on a transportation facility at optimal legal speeds. Recurring congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by unusual or unpredictable events such as traffic accidents.

Cumulative effect. The effects on the environment that result from the incremental consequences of an action when added to other past, present and reasonably foreseeable future actions.

Emission. Pollution discharged into the atmosphere from smokestacks, other vents and surface areas of commercial or industrial facilities, and from residential and mobile sources.

Environmental impact statement (EIS). A document that identifies and analyzes, in detail, environmental impacts of a proposed action. As a tool for decision-making, the EIS describes positive and negative effects, and lists alternatives for an undertaking.

Grade. The natural surface contour of a lot. Grade can be modified by minor adjustments to the surface of the lot in preparation for construction.

Greenhouse gases. Greenhouse gases (GHGs) are the gases present in the earth's atmosphere which warm near-surface global temperatures through the greenhouse effect. The principal greenhouse gases are carbon dioxide, NO_x, methane, and three groups of high-warming potential gases—hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Height. Measurement from grade. (SMC 23.86 Measurements)

Impervious surface. Surface through which water cannot percolate.

Leq. Equivalent sound level. The level of a constant sound which, in a given time period, has the same energy as does in a time-varying sound.

Level of service (LOS). A gauge for evaluating system performance for roadways, non-motorized and other transportation modes. For example, roadway measures of level of service often assign criteria based on volume-to-capacity ratios.

"Lot grade, existing" means the natural surface contour of a lot, as modified by minor adjustments to the surface of the lot in preparation for construction. For purposes of this definition, on a lot where excavation has occurred for previous development, the interpolated grade based on existing grade elevations at the lot lines may be considered the natural surface contour of the lot provided that when the lot is developed, that grade is restored from the lot lines up to the exterior walls of any new structure(s). Where an area in excess of 2 acres has been legally regraded, the resulting grade shall be considered the existing lot grade.

Mitigation measures. Actions taken to reduce adverse effects on the environment, usually implemented under the State Environmental Policy Act.

MUP. Master Use Permit. The document issued to a project applicant, recording all land use decisions made by the DPD on a master use application. The term excludes construction permits and land use approvals granted by the City Council, by citizen boards or by the state.

National Ambient Air Quality Standards (NAAQS). Standards established by the US Environmental Protection Agency that apply to outside air quality throughout the country.

Nitrogen oxide. A gas formed by combustion under high temperature and high pressure in an internal combustion engine. Changes in nitrogen dioxide in the ambient air contributes to photochemical smog.

Non-attainment area. Area that does not meet one or more of the National Ambient Air Quality Standards for the criteria pollutants designated in the Clean Air Act.

State Environmental Policy Act (SEPA). State legislation passed in 1974, which establishes an environmental review process for all development projects and major planning studies prior to taking any action on these projects. SEPA permits early coordination to identify and mitigate any significant issues or impacts that may result from a project or study.

SOV. Single Occupant Vehicle means a motor vehicle occupied by one (1) person, excluding motorcycles.

Transportation Management Program (TMP). A required set of measures to reduce a project building's demand on transportation infrastructure. These measures typically seek to discourage commuting via single-occupant vehicle and encourage alternative commute modes. TMPs must be approved by DPD, SDOT, and the owner of the project building as a condition of the project building's Master Use Permit.

Section 6 - Final EIS Distribution List

6.1 State Agencies

Department of Community Development Historic Preservation Office
Department of Ecology, Environmental Review Section
Department of Transportation (WSDOT)

6.2 Regional Agencies

Port of Seattle
Puget Sound Clean Air Agency
Puget Sound Regional Council
Sound Transit

6.3 Local Agencies

King County Department of Transportation/Metro Transit

City of Seattle

Department of Planning and Development, Attn: Ms. Stephanie Haines
Department of Planning and Development, Attn: Mr. John Shaw
Department of Neighborhoods, Attn: Mr. Steve Sheppard
Department of Neighborhoods, Landmarks Preservation Board, Attn: Ms. Karen Gordon,
Seattle Historic Preservation Officer
Fire Department
Police Department
Seattle Public Utilities, Environmental Review Section
Seattle Department of Transportation, Attn: Ms. Christina VanValkenburgh

6.4 Libraries

Seattle Public Library – Central Library
Seattle Public Library – Douglass-Truth Branch
Seattle Public Library – International District/Chinatown Branch

6.5 Special Interest

Swedish Cherry Hill Major Institution Master Plan Citizen’s Advisory Committee

6.6 Groups/Organizations

| | |
|--------------------------------------|--|
| 12th Avenue Minority Business Owners | Seattle University |
| 12th Avenue Stewards | Squire Park Community Council |
| Leschi Community Council | Washington CAN, c/o Bricklin & Newman, |
| Project Access Northwest | LLP |

Appendix A

Greenhouse Gas Emission Worksheets

Section I: Buildings

| Alternative 1 - No Build | | | Emissions Per Unit or Per Thousand Square Feet (MTCO2e) | | | Lifespan Emissions (MTCO2e) |
|---|---------|---|---|--------|----------------|-----------------------------|
| Type (Residential) or Principal Activity (Commercial) | # Units | Square Feet (in thousands of square feet) | Embodied | Energy | Transportation | |
| Single-Family Home..... | 0 | | 98 | 672 | 792 | 0 |
| Multi-Family Unit in Large Building | 0 | | 33 | 357 | 766 | 0 |
| Multi-Family Unit in Small Building | 0 | | 54 | 681 | 766 | 0 |
| Mobile Home..... | 0 | | 41 | 475 | 709 | 0 |
| Education | | 73.0 | 39 | 646 | 361 | 76320 |
| Food Sales | | 0.0 | 39 | 1,541 | 282 | 0 |
| Food Service | | 0.0 | 39 | 1,994 | 561 | 0 |
| Health Care Inpatient | | 584.3 | 39 | 1,938 | 582 | 1494990 |
| Health Care Outpatient | | 427.0 | 39 | 737 | 571 | 574974 |
| Lodging | | 12.5 | 39 | 777 | 117 | 11664 |
| Retail (Other Than Mall)..... | | 0.0 | 39 | 577 | 247 | 0 |
| Office | | 50.0 | 39 | 723 | 588 | 67467 |
| Public Assembly | | 0.0 | 39 | 733 | 150 | 0 |
| Public Order and Safety | | 0.0 | 39 | 899 | 374 | 0 |
| Religious Worship | | 0.0 | 39 | 339 | 129 | 0 |
| Service | | 0.0 | 39 | 599 | 266 | 0 |
| Warehouse and Storage | | 0.0 | 39 | 352 | 181 | 0 |
| Other | | 0.0 | 39 | 1,278 | 257 | 0 |
| Vacant | | 0.0 | 39 | 162 | 47 | 0 |

Section II: Pavement.....

| | | | | | | |
|---------------|--|------|--|--|--|---|
| Pavement..... | | 0.00 | | | | 0 |
|---------------|--|------|--|--|--|---|

Total Project Emissions:

2225416

Section I: Buildings

| Alternative 8 | | | Emissions Per Unit or Per Thousand Square Feet (MTCO2e) | | | Lifespan Emissions (MTCO2e) |
|---|---------|---|---|--------|----------------|-----------------------------|
| Type (Residential) or Principal Activity (Commercial) | # Units | Square Feet (in thousands of square feet) | Embodied | Energy | Transportation | |
| Single-Family Home..... | 0 | | 98 | 672 | 792 | 0 |
| Multi-Family Unit in Large Building | 0 | | 33 | 357 | 766 | 0 |
| Multi-Family Unit in Small Building | 0 | | 54 | 681 | 766 | 0 |
| Mobile Home..... | 0 | | 41 | 475 | 709 | 0 |
| Education | | 150.0 | 39 | 646 | 361 | 156822 |
| Food Sales | | 0.0 | 39 | 1,541 | 282 | 0 |
| Food Service | | 0.0 | 39 | 1,994 | 561 | 0 |
| Health Care Inpatient | | 1,570.0 | 39 | 1,938 | 582 | 4017003 |
| Health Care Outpatient | | 1,250.0 | 39 | 737 | 571 | 1683180 |
| Lodging | | 80.0 | 39 | 777 | 117 | 74650 |
| Retail (Other Than Mall)..... | | 0.0 | 39 | 577 | 247 | 0 |
| Office | | 50.0 | 39 | 723 | 588 | 67467 |
| Public Assembly | | 0.0 | 39 | 733 | 150 | 0 |
| Public Order and Safety | | 0.0 | 39 | 899 | 374 | 0 |
| Religious Worship | | 0.0 | 39 | 339 | 129 | 0 |
| Service | | 0.0 | 39 | 599 | 266 | 0 |
| Warehouse and Storage | | 0.0 | 39 | 352 | 181 | 0 |
| Other | | 0.0 | 39 | 1,278 | 257 | 0 |
| Vacant | | 0.0 | 39 | 162 | 47 | 0 |

Section II: Pavement.....

| | | | | | | |
|---------------|--|------|--|--|--|---|
| Pavement..... | | 0.00 | | | | 0 |
|---------------|--|------|--|--|--|---|

Total Project Emissions:

5999123

Section I: Buildings

| Alternative 11 and 12 | | | Emissions Per Unit or Per Thousand Square Feet (MTCO2e) | | | Lifespan Emissions (MTCO2e) |
|---|---------|---|---|--------|----------------|-----------------------------|
| Type (Residential) or Principal Activity (Commercial) | # Units | Square Feet (in thousands of square feet) | Embodied | Energy | Transportation | |
| Single-Family Home..... | 0 | | 98 | 672 | 792 | 0 |
| Multi-Family Unit in Large Building | 0 | | 33 | 357 | 766 | 0 |
| Multi-Family Unit in Small Building | 0 | | 54 | 681 | 766 | 0 |
| Mobile Home..... | 0 | | 41 | 475 | 709 | 0 |
| Education | | 150.0 | 39 | 646 | 361 | 156822 |
| Food Sales | | 0.0 | 39 | 1,541 | 282 | 0 |
| Food Service | | 0.0 | 39 | 1,994 | 561 | 0 |
| Health Care Inpatient | | 1,443.0 | 39 | 1,938 | 582 | 3692061 |
| Health Care Outpatient | | 1,070.0 | 39 | 737 | 571 | 1440802 |
| Lodging | | 40.0 | 39 | 777 | 117 | 37325 |
| Retail (Other Than Mall)..... | | 0.0 | 39 | 577 | 247 | 0 |
| Office | | 50.0 | 39 | 723 | 588 | 67467 |
| Public Assembly | | 0.0 | 39 | 733 | 150 | 0 |
| Public Order and Safety | | 0.0 | 39 | 899 | 374 | 0 |
| Religious Worship | | 0.0 | 39 | 339 | 129 | 0 |
| Service | | 0.0 | 39 | 599 | 266 | 0 |
| Warehouse and Storage | | 0.0 | 39 | 352 | 181 | 0 |
| Other | | 0.0 | 39 | 1,278 | 257 | 0 |
| Vacant | | 0.0 | 39 | 162 | 47 | 0 |

Section II: Pavement.....

| | | | | | | |
|---------------|--|------|--|--|--|---|
| Pavement..... | | 0.00 | | | | 0 |
|---------------|--|------|--|--|--|---|

Total Project Emissions:

5394477

Definition of Building Types

| Type (Residential) or Principal Activity (Commercial) | Description |
|---|---|
| Single-Family Home..... | Unless otherwise specified, this includes both attached and detached buildings |
| Multi-Family Unit in Large Building | Apartments in buildings with more than 5 units |
| Multi-Family Unit in Small Building | Apartments in building with 2-4 units |
| Mobile Home..... | |
| Education | Buildings used for academic or technical classroom instruction, such as elementary, middle, or high schools, and classroom buildings on college or university campuses. Buildings on education campuses for which the main use is not classroom are included in the category relating to their use. For example, administration buildings are part of "Office," dormitories are "Lodging," and libraries are "Public Assembly." |
| Food Sales | Buildings used for retail or wholesale of food. |
| Food Service | Buildings used for preparation and sale of food and beverages for consumption. |
| Health Care Inpatient | Buildings used as diagnostic and treatment facilities for inpatient care. |
| Health Care Outpatient | Buildings used as diagnostic and treatment facilities for outpatient care. Doctor's or dentist's office are included here if they use any type of diagnostic medical equipment (if they do not, they are categorized as an office building). |
| Lodging | Buildings used to offer multiple accommodations for short-term or long-term residents, including skilled nursing and other residential care buildings. |
| Retail (Other Than Mall)..... | Buildings used for the sale and display of goods other than food. |
| Office | Buildings used for general office space, professional office, or administrative offices. Doctor's or dentist's office are included here if they do not use any type of diagnostic medical equipment (if they do, they are categorized as an outpatient health care building). |
| Public Assembly | Buildings in which people gather for social or recreational activities, whether in private or non-private meeting halls. |
| Public Order and Safety | Buildings used for the preservation of law and order or public safety. |
| Religious Worship | Buildings in which people gather for religious activities, (such as chapels, churches, mosques, synagogues, and temples). |
| Service | Buildings in which some type of service is provided, other than food service or retail sales of goods |
| Warehouse and Storage | Buildings used to store goods, manufactured products, merchandise, raw materials, or personal belongings (such as self-storage). |
| Other | Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial/ manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category. |
| Vacant | Buildings in which more floorspace was vacant than was used for any single commercial activity at the time of interview. Therefore, a vacant building may have some occupied floorspace. |

Sources:

Residential 2001 Residential Energy Consumption Survey
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

Commercial Commercial Buildings Energy Consumption Survey (CBECS),
 Description of CBECS Building Types
<http://www.eia.doe.gov/emeu/cbeecs/pba99/bldgtypes.html>

Embodied Emissions Worksheet

Section I: Buildings

| Type (Residential) or Principal Activity (Commercial) | # thousand sq feet/ unit or building | Life span related embodied GHG missions (MTCO2e/ unit) | Life span related embodied GHG missions (MTCO2e/ thousand square feet) - See calculations in table below |
|---|--------------------------------------|--|--|
| Single-Family Home..... | 2.53 | 98 | 39 |
| Multi-Family Unit in Large Building | 0.85 | 33 | 39 |
| Multi-Family Unit in Small Building | 1.39 | 54 | 39 |
| Mobile Home..... | 1.06 | 41 | 39 |
| Education | 25.6 | 991 | 39 |
| Food Sales | 5.6 | 217 | 39 |
| Food Service | 5.6 | 217 | 39 |
| Health Care Inpatient | 241.4 | 9,346 | 39 |
| Health Care Outpatient | 10.4 | 403 | 39 |
| Lodging | 35.8 | 1,386 | 39 |
| Retail (Other Than Mall)..... | 9.7 | 376 | 39 |
| Office | 14.8 | 573 | 39 |
| Public Assembly | 14.2 | 550 | 39 |
| Public Order and Safety | 15.5 | 600 | 39 |
| Religious Worship | 10.1 | 391 | 39 |
| Service | 6.5 | 252 | 39 |
| Warehouse and Storage | 16.9 | 654 | 39 |
| Other | 21.9 | 848 | 39 |
| Vacant | 14.1 | 546 | 39 |

Section II: Pavement.....

| | | | |
|----------------------------|--|--|----|
| All Types of Pavement..... | | | 50 |
|----------------------------|--|--|----|

| | Columns and Beams | Intermediate Floors | Exterior Walls | Windows | Interior Walls | Roofs | Total Embodied Emissions (MTCO2e) | Total Embodied Emissions (MTCO2e/ thousand sq feet) |
|---|-------------------|---------------------|----------------|---------|----------------|--------|-----------------------------------|---|
| Average GWP (lbs CO2e/sq ft): Vancouver, Low Rise Building | 5.3 | 7.8 | 19.1 | 51.2 | 5.7 | 21.3 | | |
| Average Materials in a 2,272-square foot single family home | 0.0 | 2269.0 | 3206.0 | 285.0 | 6050.0 | 3103.0 | | |
| MTCO2e | 0.0 | 8.0 | 27.8 | 6.6 | 15.6 | 30.0 | 88.0 | 38.7 |

Sources

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

Floorspace per building

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)
 Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003
http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls

Average GWP (lbs CO2e/sq ft): Vancouver, Low Rise Building

Athena EcoCalculator
 Athena Assembly Evaluation Tool v2.3- Vancouver Low Rise Building
 Assembly Average GWP (kg) per square meter
<http://www.athenasmi.ca/tools/ecoCalculator/index.html>
 Lbs per kg 2.20
 Square feet per square meter 10.76

Average Materials in a 2,272-square foot single family home

Buildings Energy Data Book: 7.3 Typical/Average Household
 Materials Used in the Construction of a 2,272-Square-Foot Single-Family Home, 2000
http://buildingsdatabook.eren.doe.gov/?id=view_book_table&TableID=2036&t=xls
 See also: NAHB, 2004 Housing Facts, Figures and Trends, Feb. 2004, p. 7.

Average window size

Energy Information Administration/Housing Characteristics 1993
 Appendix B, Quality of the Data. Pg. 5.
<ftp://ftp.eia.doe.gov/pub/consumption/residential/rx93hcf.pdf>

Embodied GHG Emissions.....Worksheet Background Information

Buildings

Embodied GHG emissions are emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass).

Estimating embodied GHG emissions is new field of analysis; the estimates are rapidly improving and becoming more inclusive of all elements of construction and development.

The estimate included in this worksheet is calculated using average values for the main construction materials that are used to create a typical family home. In 2004, the National Association of Home Builders calculated the average materials that are used in a typical 2,272 square foot single-family household. The quantity of materials used is then multiplied by the average GHG emissions associated with the life-cycle GHG emissions for each material.

This estimate is a rough and conservative estimate; the actual embodied emissions for a project are likely to be higher. For example, at this stage, due to a lack of comprehensive data, the estimate does not include important factors such as landscape disturbance or the emissions associated with the interior components of a building (such as furniture).

King County realizes that the calculations for embodied emissions in this worksheet are rough. For example, the emissions associated with building 1,000 square feet of a residential building will not be the same as 1,000 square feet of a commercial building. However, discussions with the construction community indicate that while there are significant differences between the different types of structures, this method of estimation is reasonable; it will be improved as more data become available.

Additionally, if more specific information about the project is known, King County recommends two online embodied emissions calculators that can be used to obtain a more tailored estimate for embodied emissions: www.buildcarbonneutral.org and www.athenasmi.ca/tools/ecoCalculator/.

Pavement

Four recent life cycle assessments of the environmental impacts of roads form the basis for the per unit embodied emissions of pavement. Each study is constructed in slightly different ways; however, the aggregate results of the reports represent a reasonable estimate of the GHG emissions that are created from the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle. For specifics, see the worksheet.

Special Section: Estimating the Embodied Emissions for Pavement

Four recent life cycle assessments of the environmental impacts of roads form the basis for the per unit embodied emissions of pavement. Each study is constructed in slightly different ways; however, the aggregate results of the reports represent a reasonable estimate of the GHG emissions that are created from the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

The results of the studies are presented in different units and measures; considerable effort was undertaken to be able to compare the results of the studies in a reasonable way. For more details about the below methodology, contact matt.kuharic@kingcounty.gov.

The four studies, Meil (2001), Park (2003), Stripple (2001) and Treolar (2001) produced total GHG emissions of 4-34 MTCO_{2e} per thousand square feet of finished paving (for similar asphalt and concrete based pavements). This estimate does not including downstream maintenance and repair of the highway. The average (for all concrete and asphalt pavements in the studies, assuming each study gets one data point) is ~17 MTCO_{2e}/thousand square feet.

Three of the studies attempted to thoroughly account for the emissions associated with long term maintenance (40 years) of the roads. Stripple (2001), Park et al. (2003) and Treolar (2001) report 17, 81, and 68 MTCO_{2e}/thousand square feet, respectively, after accounting for maintenance of the roads.

Based on the above discussion, King County makes the conservative estimate that 50 MTCO_{2e}/thousand square feet of pavement (over the development's life cycle) will be used as the embodied emission factor for pavement until better estimates can be obtained. This is roughly equivalent to 3,500 MTCO_{2e} per lane mile of road (assuming the lane is 13 feet wide).

It is important to note that these studies estimate the embodied emissions for roads. Paving that does not need to stand up to the rigors of heavy use (such as parking lots or driveways) would likely use less materials and hence have lower embodied emissions.

Sources:

Meil, J. A Life Cycle Perspective on Concrete and Asphalt Roadways: Embodied Primary Energy and Global Warming Potential. 2006. Available:

[http://www.cement.ca/cement.nsf/eee9ec7bbd630126852566c40052107b/6ec79dc8ae03a782852572b90061b914/\\$FILE/ATTK0WE3/athena%20report%20Feb.%202%202007.pdf](http://www.cement.ca/cement.nsf/eee9ec7bbd630126852566c40052107b/6ec79dc8ae03a782852572b90061b914/$FILE/ATTK0WE3/athena%20report%20Feb.%202%202007.pdf)

Park, K, Hwang, Y., Seo, S., M.ASCE, and Seo, H. , "Quantitative Assessment of Environmental Impacts on Life Cycle of Highways," Journal of Construction Engineering and Management , Vol 129, January/February 2003, pp 25-31, (DOI: 10.1061/(ASCE)0733-9364(2003)129:1(25)).

Stripple, H. Life Cycle Assessment of Road. A Pilot Study for Inventory Analysis. Second Revised Edition. IVL Swedish Environmental Research Institute Ltd. 2001. Available: <http://www.ivl.se/rapporter/pdf/B1210E.pdf>

Treolar, G., Love, P.E.D., and Crawford, R.H. Hybrid Life-Cycle Inventory for Road Construction and Use. Journal of Construction Engineering and Management. P. 43-49. January/February 2004.

Energy Emissions Worksheet

| Type (Residential) or Principal Activity (Commercial) | Energy consumption per building per year (million Btu) | Carbon Coefficient for Buildings | MTCO2e per building per year | Floorspace per Building (thousand square feet) | MTCE per thousand square feet per year | MTCO2e per thousand square feet per year | Average Building Life Span | Lifespan Energy Related MTCO2e emissions per unit | Lifespan Energy Related MTCO2e emissions per thousand square feet |
|---|--|----------------------------------|------------------------------|--|--|--|----------------------------|---|---|
| Single-Family Home..... | 107.3 | 0.108 | 11.61 | 2.53 | 4.6 | 16.8 | 57.9 | 672 | 266 |
| Multi-Family Unit in Large Building | 41.0 | 0.108 | 4.44 | 0.85 | 5.2 | 19.2 | 80.5 | 357 | 422 |
| Multi-Family Unit in Small Building | 78.1 | 0.108 | 8.45 | 1.39 | 6.1 | 22.2 | 80.5 | 681 | 489 |
| Mobile Home..... | 75.9 | 0.108 | 8.21 | 1.06 | 7.7 | 28.4 | 57.9 | 475 | 448 |
| Education | 2,125.0 | 0.124 | 264.2 | 25.6 | 10.3 | 37.8 | 62.5 | 16,526 | 646 |
| Food Sales | 1,110.0 | 0.124 | 138.0 | 5.6 | 24.6 | 90.4 | 62.5 | 8,632 | 1,541 |
| Food Service | 1,436.0 | 0.124 | 178.5 | 5.6 | 31.9 | 116.9 | 62.5 | 11,168 | 1,994 |
| Health Care Inpatient | 60,152.0 | 0.124 | 7,479.1 | 241.4 | 31.0 | 113.6 | 62.5 | 467,794 | 1,938 |
| Health Care Outpatient | 985.0 | 0.124 | 122.5 | 10.4 | 11.8 | 43.2 | 62.5 | 7,660 | 737 |
| Lodging | 3,578.0 | 0.124 | 444.9 | 35.8 | 12.4 | 45.6 | 62.5 | 27,826 | 777 |
| Retail (Other Than Mall)..... | 720.0 | 0.124 | 89.5 | 9.7 | 9.2 | 33.8 | 62.5 | 5,599 | 577 |
| Office | 1,376.0 | 0.124 | 171.1 | 14.8 | 11.6 | 42.4 | 62.5 | 10,701 | 723 |
| Public Assembly | 1,338.0 | 0.124 | 166.4 | 14.2 | 11.7 | 43.0 | 62.5 | 10,405 | 733 |
| Public Order and Safety | 1,791.0 | 0.124 | 222.7 | 15.5 | 14.4 | 52.7 | 62.5 | 13,928 | 899 |
| Religious Worship | 440.0 | 0.124 | 54.7 | 10.1 | 5.4 | 19.9 | 62.5 | 3,422 | 339 |
| Service | 501.0 | 0.124 | 62.3 | 6.5 | 9.6 | 35.1 | 62.5 | 3,896 | 599 |
| Warehouse and Storage | 764.0 | 0.124 | 95.0 | 16.9 | 5.6 | 20.6 | 62.5 | 5,942 | 352 |
| Other | 3,600.0 | 0.124 | 447.6 | 21.9 | 20.4 | 74.9 | 62.5 | 27,997 | 1,278 |
| Vacant | 294.0 | 0.124 | 36.6 | 14.1 | 2.6 | 9.5 | 62.5 | 2,286 | 162 |

Sources

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

Energy consumption for residential buildings

2007 Buildings Energy Data Book: 6.1 Quad Definitions and Comparisons (National Average, 2001)
 Table 6.1.4: Average Annual Carbon Dioxide Emissions for Various Functions
<http://buildingsdatabook.eren.doe.gov/>
 Data also at: http://www.eia.doe.gov/emeu/recs/recs2001_ce/ce1-4c_housingunits2001.html

Energy consumption for commercial buildings and Floorspace per building

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)
 Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003
http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls

Note: Data in plum color is found in both of the above sources (buildings energy data book and commercial buildings energy consumption survey).

Carbon Coefficient for Buildings

Buildings Energy Data Book (National average, 2005)
 Table 3.1.7. 2005 Carbon Dioxide Emission Coefficients for Buildings (MMTCE per Quadrillion Btu)
http://buildingsdatabook.eere.energy.gov/?id=view_book_table&TableID=2057
 Note: Carbon coefficient in the Energy Data book is in MTCE per Quadrillion Btu.

To convert to MTCO2e per million Btu, this factor was divided by 1000 and multiplied by 44/12.

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

average life span of buildings,
estimated by replacement time method

| | Single Family Homes | Multi-Family Units in Large and Small Buildings | All Residential Buildings |
|--------------------------------|---------------------|---|---------------------------|
| New Housing Construction, 2001 | 1,273,000 | 329,000 | 1,602,000 |
| Existing Housing Stock, 2001 | 73,700,000 | 26,500,000 | 100,200,000 |
| Replacement time: | 57.9 | 80.5 | 62.5 |

(national average, 2001)

Note: Single family homes calculation is used for mobile homes as a best estimate life span.

Note: At this time, KC staff could find no reliable data for the average life span of commercial buildings.

Therefore, the average life span of residential buildings is being used until a better approximation can be ascertained.

Sources:

New Housing Construction,

2001 Quarterly Starts and Completions by Purpose and Design - US and Regions (Excel)
http://www.census.gov/const/quarterly_starts_completions_cust.xls
 See also: <http://www.census.gov/const/www/newresconstindex.html>

Existing Housing Stock,

2001 Residential Energy Consumption Survey (RECS) 2001
 Tables HC1:Housing Unit Characteristics, Million U.S. Households 2001
 Table HC1-4a. Housing Unit Characteristics by Type of Housing Unit, Million U.S. Households, 2001
 Million U.S. Households, 2001
http://www.eia.doe.gov/emeu/recs/recs2001/hc_pdf/housunits/hc1-4a_housingunits2001.pdf

Transportation Emissions Worksheet

| Type (Residential) or Principal Activity (Commercial) | # people/ unit or building | # thousand sq feet/ unit or building | # people or employees/ thousand square feet | vehicle related GHG emissions (metric tonnes CO2e per person per year) | MTCO2e/ year/ unit | MTCO2e/ year/ thousand square feet | Average Building Life Span | Life span transportation related GHG emissions (MTCO2e/ per unit) | Life span transportation related GHG emissions (MTCO2e/ thousand sq feet) |
|---|----------------------------|--------------------------------------|---|--|--------------------|------------------------------------|----------------------------|---|---|
| Single-Family Home..... | 2.8 | 2.53 | 1.1 | 4.9 | 13.7 | 5.4 | 57.9 | 792 | 313 |
| Multi-Family Unit in Large Building | 1.9 | 0.85 | 2.3 | 4.9 | 9.5 | 11.2 | 80.5 | 766 | 904 |
| Multi-Family Unit in Small Building | 1.9 | 1.39 | 1.4 | 4.9 | 9.5 | 6.8 | 80.5 | 766 | 550 |
| Mobile Home..... | 2.5 | 1.06 | 2.3 | 4.9 | 12.2 | 11.5 | 57.9 | 709 | 668 |
| Education | 30.0 | 25.6 | 1.2 | 4.9 | 147.8 | 5.8 | 62.5 | 9247 | 361 |
| Food Sales | 5.1 | 5.6 | 0.9 | 4.9 | 25.2 | 4.5 | 62.5 | 1579 | 282 |
| Food Service | 10.2 | 5.6 | 1.8 | 4.9 | 50.2 | 9.0 | 62.5 | 3141 | 561 |
| Health Care Inpatient | 455.5 | 241.4 | 1.9 | 4.9 | 2246.4 | 9.3 | 62.5 | 140506 | 582 |
| Health Care Outpatient | 19.3 | 10.4 | 1.9 | 4.9 | 95.0 | 9.1 | 62.5 | 5941 | 571 |
| Lodging | 13.6 | 35.8 | 0.4 | 4.9 | 67.1 | 1.9 | 62.5 | 4194 | 117 |
| Retail (Other Than Mall)..... | 7.8 | 9.7 | 0.8 | 4.9 | 38.3 | 3.9 | 62.5 | 2394 | 247 |
| Office | 28.2 | 14.8 | 1.9 | 4.9 | 139.0 | 9.4 | 62.5 | 8696 | 588 |
| Public Assembly | 6.9 | 14.2 | 0.5 | 4.9 | 34.2 | 2.4 | 62.5 | 2137 | 150 |
| Public Order and Safety | 18.8 | 15.5 | 1.2 | 4.9 | 92.7 | 6.0 | 62.5 | 5796 | 374 |
| Religious Worship | 4.2 | 10.1 | 0.4 | 4.9 | 20.8 | 2.1 | 62.5 | 1298 | 129 |
| Service | 5.6 | 6.5 | 0.9 | 4.9 | 27.6 | 4.3 | 62.5 | 1729 | 266 |
| Warehouse and Storage | 9.9 | 16.9 | 0.6 | 4.9 | 49.0 | 2.9 | 62.5 | 3067 | 181 |
| Other | 18.3 | 21.9 | 0.8 | 4.9 | 90.0 | 4.1 | 62.5 | 5630 | 257 |
| Vacant | 2.1 | 14.1 | 0.2 | 4.9 | 10.5 | 0.7 | 62.5 | 657 | 47 |

Sources

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

people/ unit

Estimating Household Size for Use in Population Estimates (WA state, 2000 average)
 Washington State Office of Financial Management
 Kimpel, T. and Lowe, T. Research Brief No. 47. August 2007
<http://www.ofm.wa.gov/researchbriefs/brief047.pdf>
 Note: This analysis combines Multi Unit Structures in both large and small units into one category; the average is used in this case although there is likely a difference

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)
 Square footage measurements and comparisons
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

employees/thousand square feet

Commercial Buildings Energy Consumption Survey commercial energy uses and costs (National Median, 2003)
 Table B2 Totals and Medians of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003
http://www.eia.doe.gov/emeu/cbeccs/cbeccs2003/detailed_tables_2003/2003set1/2003excel/b2.xls

Note: Data for # employees/thousand square feet is presented by CBECS as square feet/employee.
 In this analysis employees/thousand square feet is calculated by taking the inverse of the CBECS number and multiplying by 1000.

vehicle related GHG emissions

Estimate calculated as follows (Washington state, 2006)_

56,531,930,000 2006 Annual WA State Vehicle Miles Traveled

Data was daily VMT. Annual VMT was 365*daily VMT.
<http://www.wsdot.wa.gov/mapsdata/tdo/annualmileage.htm>

6,395,798 2006 WA state population

<http://quickfacts.census.gov/qfd/states/53000.html>

8839 vehicle miles per person per year

0.0506 gallon gasoline/mile

This is the weighted national average fuel efficiency for all cars and 2 axle, 4 wheel light trucks in 2005. This includes pickup trucks, vans and SUVs. The 0.051 gallons/mile used here is the inverse of the more commonly known term "miles/per gallon" (which is 19.75 for these cars and light trucks).

Transportation Energy Data Book. 26th Edition. 2006. Chapter 4: Light Vehicles and Characteristics. Calculations based on weighted average MPG efficiency of cars and light trucks.

http://cta.ornl.gov/data/tedb26/Edition26_Chapter04.pdf

Note: This report states that in 2005, 92.3% of all highway VMT were driven by the above described vehicles.

http://cta.ornl.gov/data/tedb26/Spreadsheets/Table3_04.xls

24.3 lbs CO2e/gallon gasoline

The CO2 emissions estimates for gasoline and diesel include the extraction, transport, and refinement of petroleum as well as their combustion.

Life-Cycle CO2 Emissions for Various New Vehicles. RENew Northfield.

Available: <http://renewnorthfield.org/wpcontent/uploads/2006/04/CO2%20emissions.pdf>

Note: This is a conservative estimate of emissions by fuel consumption because diesel fuel, with a emissions factor of 26.55 lbs CO2e/gallon was not estimated.

2205

4.93 lbs/metric tonne

vehicle related GHG emissions (metric tonnes CO2e per person per year)

average life span of buildings, estimated by replacement time method

See Energy Emissions Worksheet for Calculations

Commercial floorspace per unit

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)

Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003

http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls

Appendix B

Ambient Noise Measurements



Ambient Noise Assessment

Swedish Hospital Master Plan

Seattle, Washington

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March 20, 2014

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I. Introduction and Executive Summary

This report describes sound level measurements conducted to determine the existing ambient noise levels at Swedish Hospital – Cherry Hill Campus in Seattle, WA. This report presents existing noise levels measured in November and December of 2013 in the vicinity of the site.

Swedish Medical Center has applied to the City for a Council Land Use Action to adopt a new major institution master plan (MIMP) for Swedish Medical Center/Cherry Hill (Swedish Cherry Hill). A rezone is required for expansion of the major institution overlay (MIO) boundary and modifications to MIO height limits. The proposed MIMP would replace an expired MIMP that was adopted by the Seattle City Council by Ordinance 117238 on August 2, 1994. That MIMP expired in August of 2009. This study will form the basis for assessing noise impact to adjacent property lines as a part of this application process.

II. Project Site

A vicinity map showing the proposed Swedish Hospital site and surrounding properties is shown in Figure 1. Swedish Medical Center/Cherry Hill is located in the Central District neighborhood of Seattle, between East Cherry and East Jefferson Streets. The western boundary of the campus is 15th Avenue. The eastern boundary is mid-block between 18th and 19th Avenues.

Uses in the area are primarily residential to the north, east and south, with intermittent commercial. The eastern boundary of Seattle University's campus faces the western boundary of Swedish Medical Center across 15th Avenue. Land south across Jefferson Street contains some multi-family residential buildings and a small grocery store bordering on the south side of Jefferson Street. Land further to the south is occupied by single family homes. The half block to the east of the campus and land continuing to the east contain single family homes. The land immediately north of the Swedish Cherry Hill Campus contains a mix of multi-family residential and commercial offices.

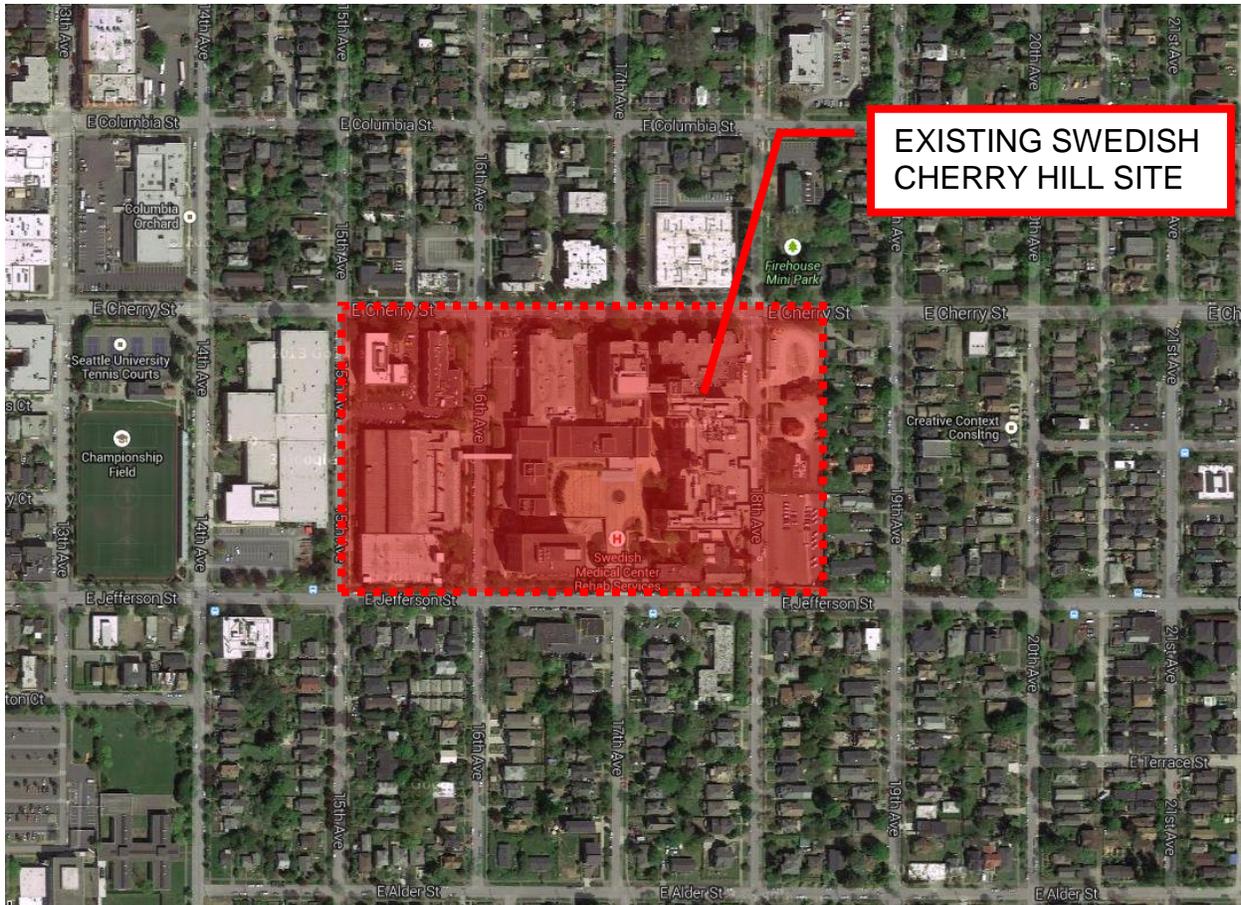


Figure 1 - Swedish Site Location

The existing campus buildings contain approximately 1.2 million square feet (sf). A figure illustrating the existing campus is presented below, Figure 2.

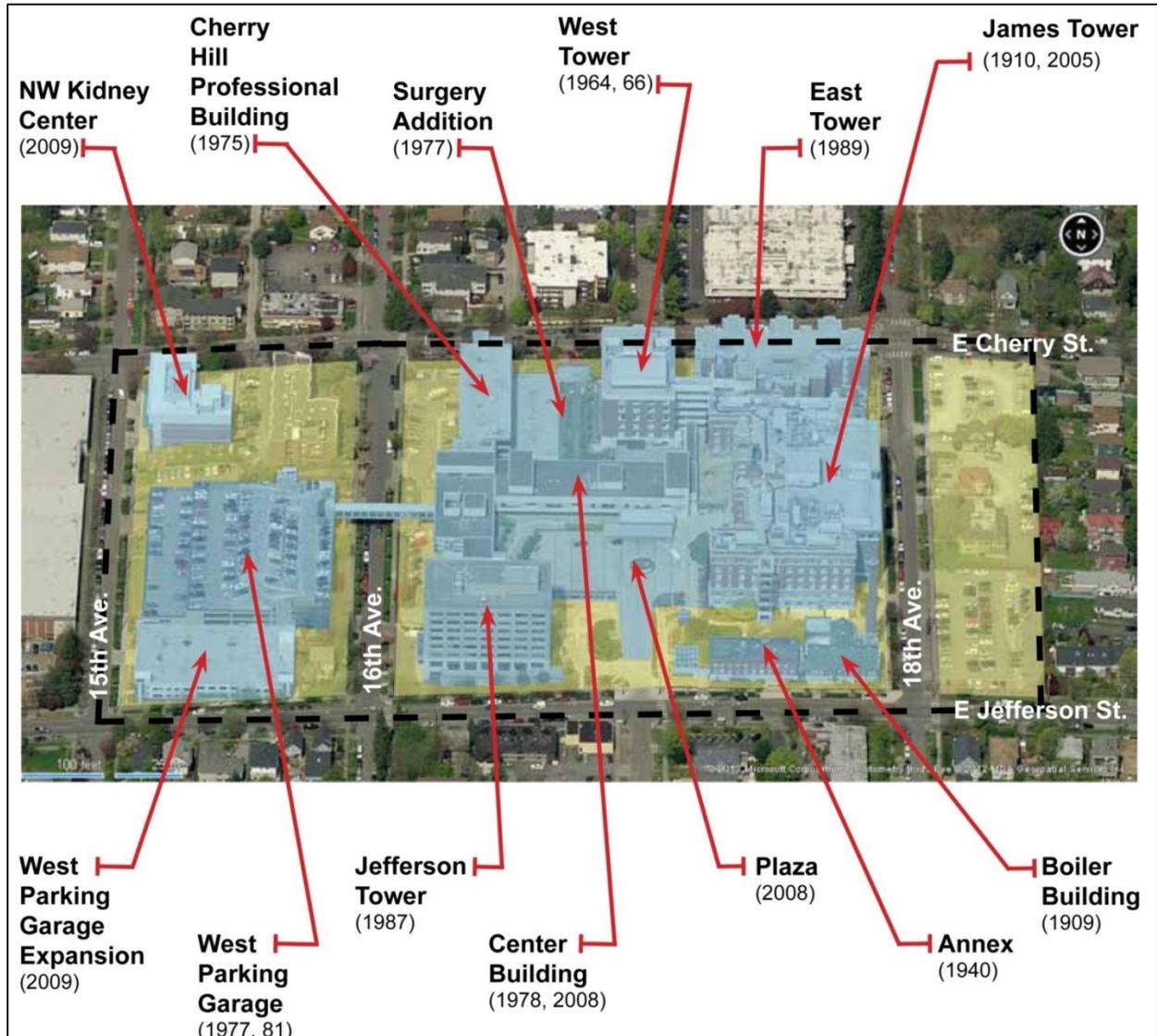


Figure 2 - Swedish Campus Summary

III. Sound Level Descriptors and Criteria

A. Sound Level Descriptors

Sound is measured as sound level in units of decibels, dB. The human ear responds differently to sounds at different frequencies. This is demonstrated by the fact that we hear higher pitched sounds more easily than lower ones of the same magnitude. To compensate for the different “loudness” as perceived by humans, a standard weighting curve is applied to measured sound levels. The weighting curve represents the frequency response of the human ear and is labeled as dBA (“A” weighted decibels). The A-weighting curve is often used to measure environmental sound.

People normally experience sound levels between 30 and 90 dBA, depending on their activities. Locations near highways or urban arterials may be 70 dBA, whereas quiet rural areas may be 40 dBA.

Each 10 dB increase in sound level corresponds to a tenfold increase of sound energy, but is judged by a listener as only a doubling of loudness. The smallest changes in sound level considered just noticeable are about 2 to 3 dBA, and 5 dBA changes are clearly noticeable.

Sound levels from two or more sources are combined logarithmically, not by adding the levels arithmetically. When two levels are combined, the louder level predominates, and the combined level is the louder level plus 0 to 3 dBA. Some examples: 50 dBA combined with 50 dBA is 53 dBA; 50 dBA combined with 40 dBA results in 50.4 dBA, which is rounded off to 50 dBA since fractions of a dB are negligible from the point of view of perception of environmental noise.

When measuring noise that is fluctuating over time, several A-weighted sound level descriptors are used to characterize the sound. In this report, the following descriptors are used:

- | | |
|-------------|---|
| Leq | Equivalent sound level, Leq , is the most commonly used descriptor for measuring time-varying sound. The Leq is the level of constant sound that, over a given time period, contains the same amount of sound energy as the measured fluctuating sound. |
| Lmax | Maximum sound level, Lmax , is the highest instantaneous sound level for a given sound source, event, or time period. Unlike Leq, typically have large fluctuations from hour to hour and day to day, Lmax is seldom used to measure noise impact, except in cases where brief high-level sound is causing an impact such as sleep disturbances. |
| Lmin | Minimum sound level, Lmin , is the lowest sound level for a given sound source, event, or time period and is usually the relatively steady level of sound that is present in the absence of any noise events. |

B. Seattle Noise Code

1. Zoning

The hospital site is bounded by E. Cherry Street to the north, single family homes to the east, Jefferson Street to the south and 15th Avenue to the west.

Per the City of Seattle it is our understanding the project and adjacent properties are currently zoned as follows:

- Project Site: MIO-105-LR3-CF298506, MIO-65-LR3-CF298506, MIO-65-SF5000-CF298506, MIO-37-SF5000-CF298506
- North: LR3
- East: SF-5000
- South: SF-5000
- West: MIO-65-LR3-CF292999

As per Seattle Municipal Code Section 25.08.100, the underlying zonings of the MIO both for the Swedish campus and the adjacent Seattle University Campus source MIO are LR3 and SF5000, which is treated as “Residential” zoning. SF is classified as “Residential” zoning as well. The following figure is a zoning map with the project site highlighted, Figure 3.

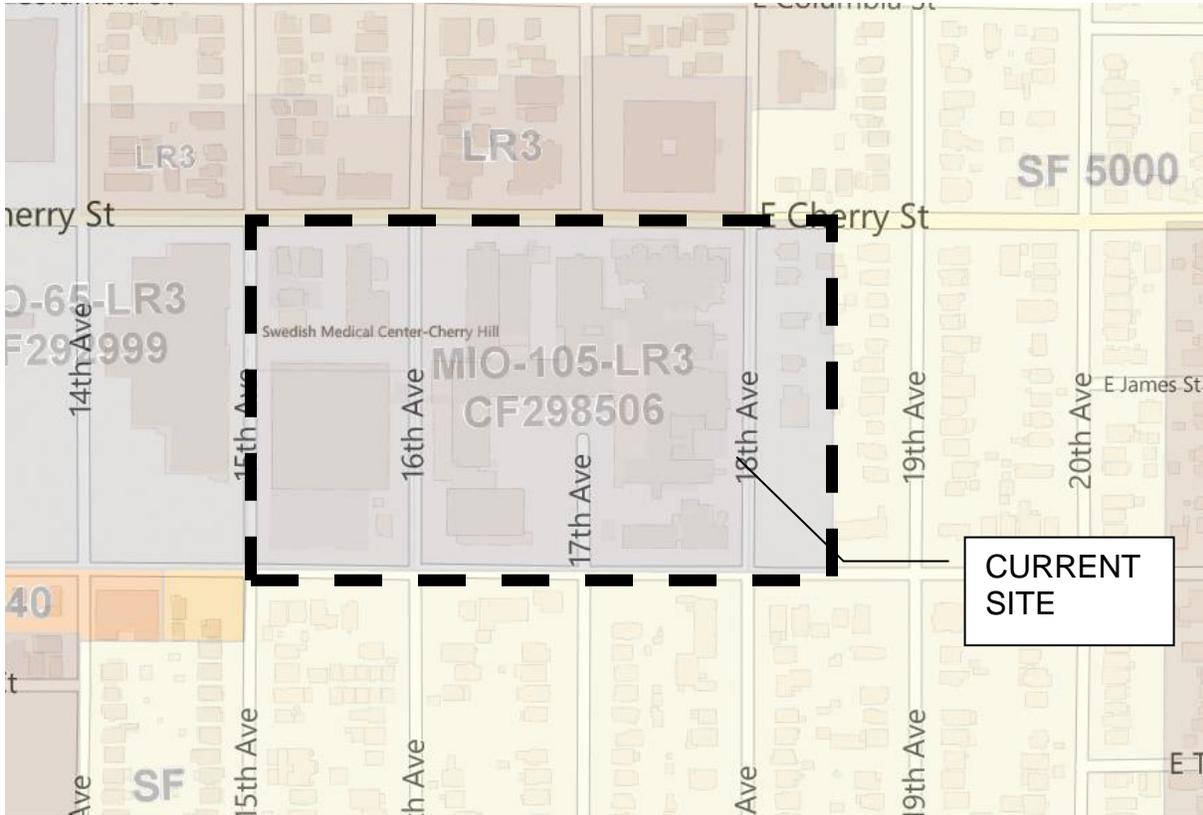


Figure 3 – Project Area Zoning Map



Figure 4 – Detailed Project Site Zoning Map

2. Noise Ordinance

The applicable noise ordinance is described by the City of Seattle Municipal Code chapter 25.08.410, Exterior sound level limits. The City of Seattle noise limits are based on the zoning of the source and receiving properties. The maximum permissible sound levels for the City of Seattle are provided in the following table for daytime hours.

Table 1 – Exterior Sound Level Limits

| District of Sound Source | District of Receiving Property |
|--------------------------|--------------------------------|
| | Residential (dB(A)) (Leq) |
| Residential | 55 |

The City of Seattle Municipal Code chapter 25.08.420, Modifications to exterior sound level limits states that between the hours of ten (10:00) p.m. and seven (7:00) a.m. during weekdays, and between the hours of ten (10:00) p.m. and nine (9:00) a.m. on weekends, the levels established by Section 25.08.410 are reduced by ten (10) dB(A) where the receiving property lies within a residential district of the City.

Per code section 25.08.410.B, the Lmax may not exceed the exterior sound level limits shown in the table above by more than 15 dBA in any measurement period.

Since the zoning of the hospital MIO, Seattle University MIO, and the surrounding properties is residential, noise created by mechanical equipment and activity on site may not exceed 55 dBA to all adjacent properties during the day and 45 dBA at night. The Lmax is limited to 15 dBA above each of these limits.

3. Construction Noise

Seattle Municipal Code Section 25.08.425 outlines limits for noise created by construction and maintenance equipment. The code allows this equipment to exceed typical exterior sound level limits from 7:00 AM to 7:00 PM on weekdays at adjacent property lines or 50 ft, whichever is greater, and 9:00AM to 7:00PM on weekends and legal holidays. However, it is our understanding that the previous MIMP for the Cherry Hill Campus limits construction hours to non-holiday weekdays between 7:30AM and 6:00PM. These limits are presented in the table below. Based on the source and adjacent receiving properties, the baseline construction noise limits for the Swedish – Cherry Hill Campus are highlighted in the table below.

Separate limits are also specified for impact types of equipment, including but not limited to pavement breakers, piledrivers, jackhammers, sandblasting tools, or other types of equipment that create impulse sound or impact sound. This equipment may exceed the exterior sound level limits outlined above in any one hour period between 8AM and 5PM on weekdays. At no time may the sound level exceed the following:

1. Leq 90 dBA continuously
2. Leq 93 dBA for 30 minutes
3. Leq 96 dBA for 15 minutes
4. Leq 99 dBA for 7.5 minutes

Sound levels in excess of Leq 99 are prohibited unless authorized by variance obtained from the Administrator. In addition, impact sources producing sound levels less than 90 dBA shall comply with the limits outlined in Table 2 during hours outside of the permissible impulsive activity hours.

Table 2 – Seattle Noise Ordinance: Construction Noise Limits

| Noise Source | Day | | Night | |
|------------------------------------|---------------|----------------|---------------|----------------|
| | Average (Leq) | Maximum (Lmax) | Average (Leq) | Maximum (Lmax) |
| Residential Receiver | | | | |
| On-site Equipment | 80 | 95 | 45 | 60 |
| Portable Powered Equipment | 75 | 90 | 45 | 60 |
| Hand Tools & Maintenance Equipment | 70 | 85 | 45 | 60 |
| Impulsive Noise ¹ | 90 | 99 | 47 | 62 |

1: Applies during 8AM to 5PM, weekdays. Reverts to non-impulse noise limits for remaining hours.

C. U.S. Environmental Protection Agency (EPA) Region X Noise Criteria

The EPA established non-statutory guidelines for evaluating noise increases caused by a project over existing sound levels. Noise increases of 0-5 dBA at residential receivers are considered a slight impact, 5-10 dBA a significant impact, and over 10 dBA a serious impact. These criteria are guidelines only, and have no statutory authority.

IV. Existing Conditions

The existing Swedish Cherry Hill site is typical of a semi-urban residential setting. Noise on and around the campus is driven by automobile traffic on the nearby surface roads, aircraft overflights, pedestrian activity and other typical urban activities.

The existing aural environment at the edge of the Swedish Cherry Hill Site was characterized using multi-day sound level measurements at 7 locations. These measurements were taken to construct a model of existing noise levels. A summary of each location and a map showing where each measurement was taken is given in Figure 5 below.

Results of the long-term measurements are shown in Figure 6 through Figure 13 as plots of the hourly Leq, Lmin, and Lmax. The weather conditions for a portion of these measurement intervals included low levels of wind and moderate precipitation. The weather during the time of the measurements was not severe enough to significantly impact the measurements. Please note that the noise levels from automobile traffic are typically slightly higher during wet conditions. Also, wind, humidity and temperature have a significant impact on the sound propagation, and the noise levels, though only if the sound receiver is a long distance away from the noise source. If the distance is only few hundred feet, the effects are not significant.

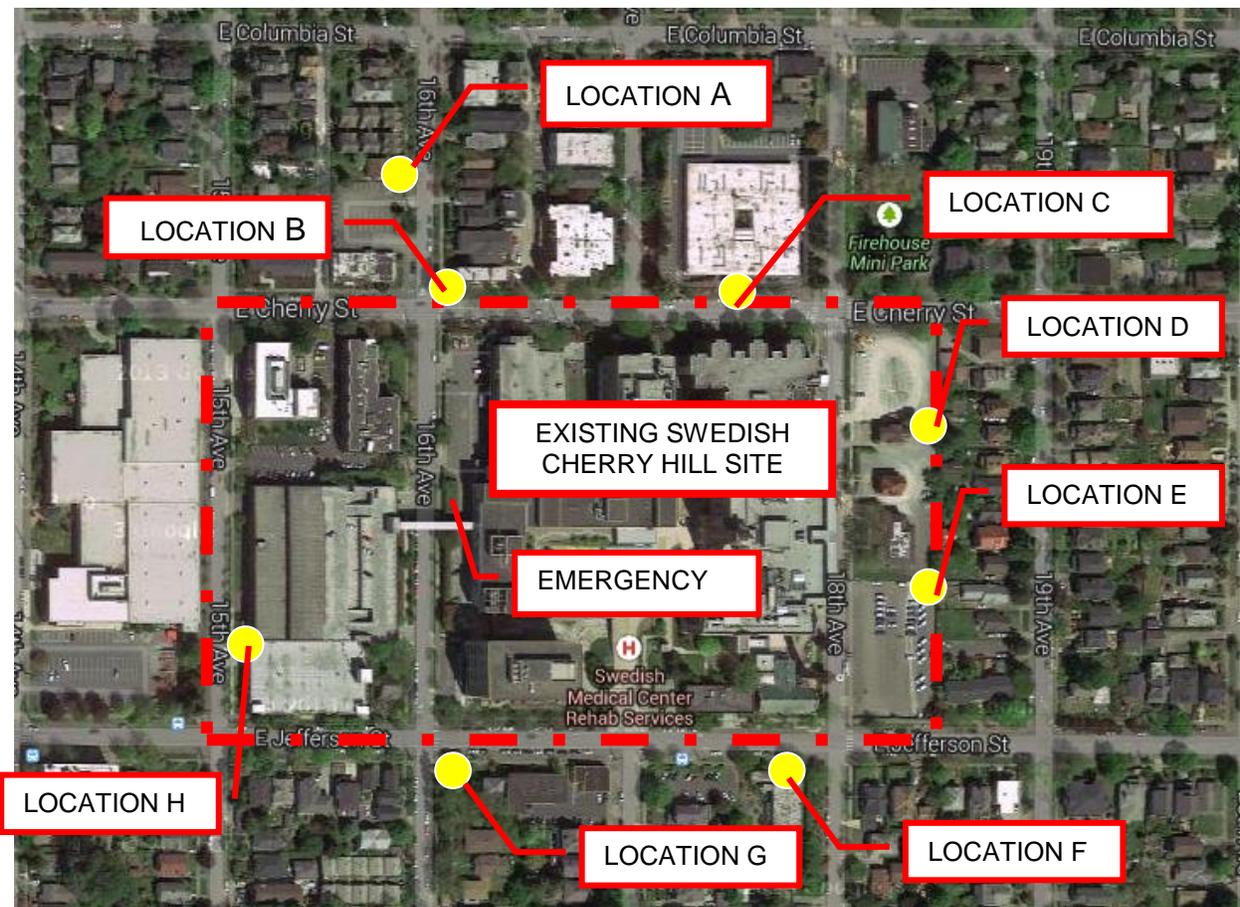


Figure 5 – Existing Ambient Sound Level Measurement Locations

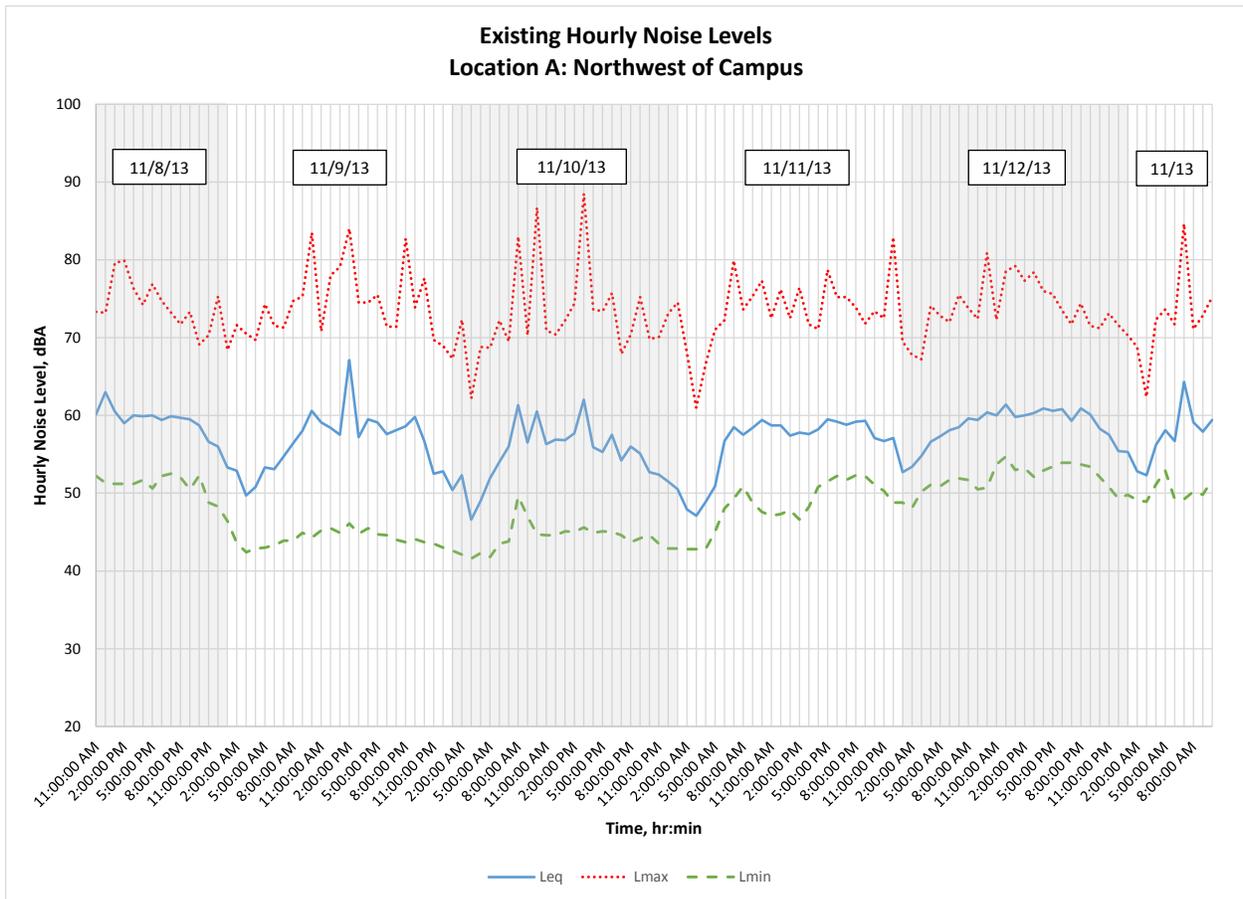


Figure 6 – Location A: Existing Sound Levels

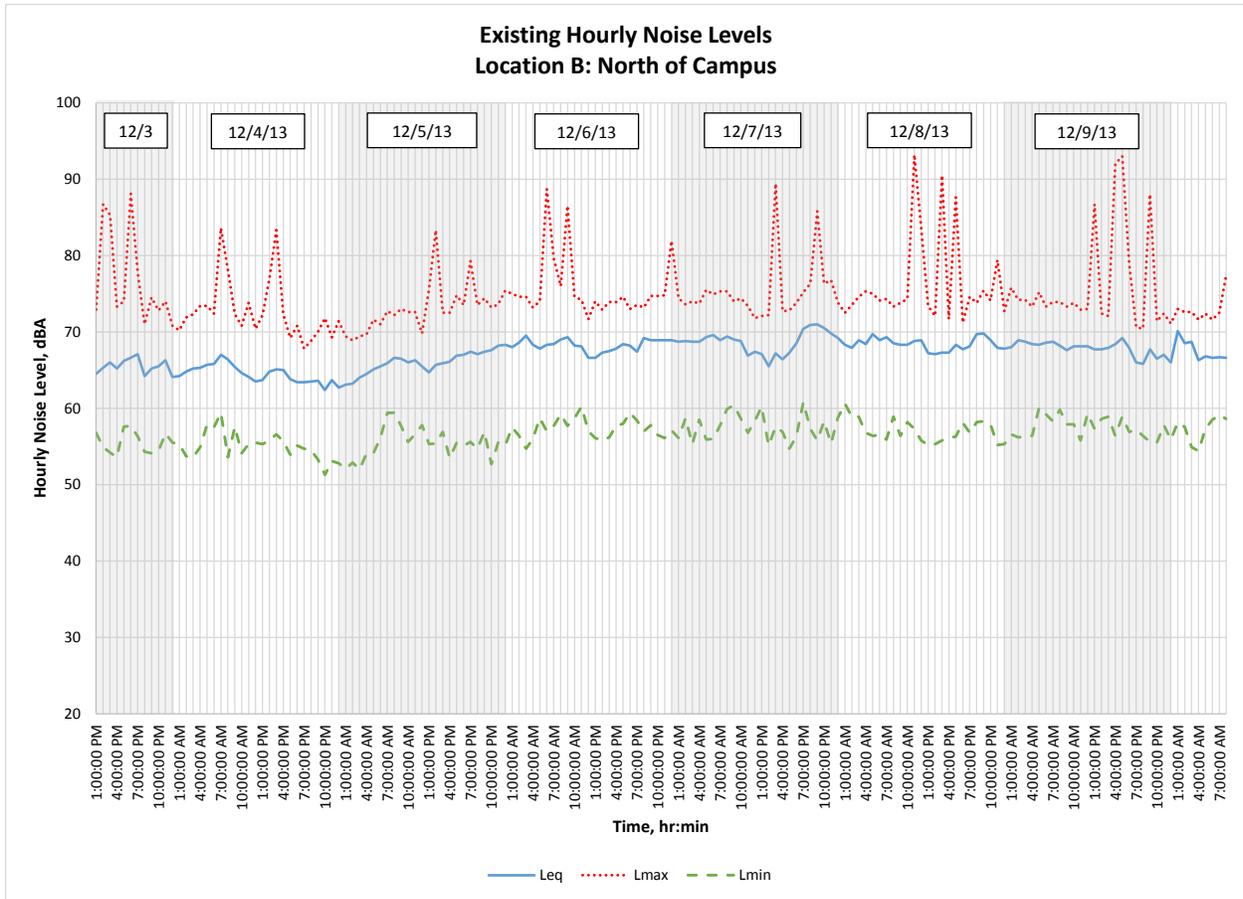
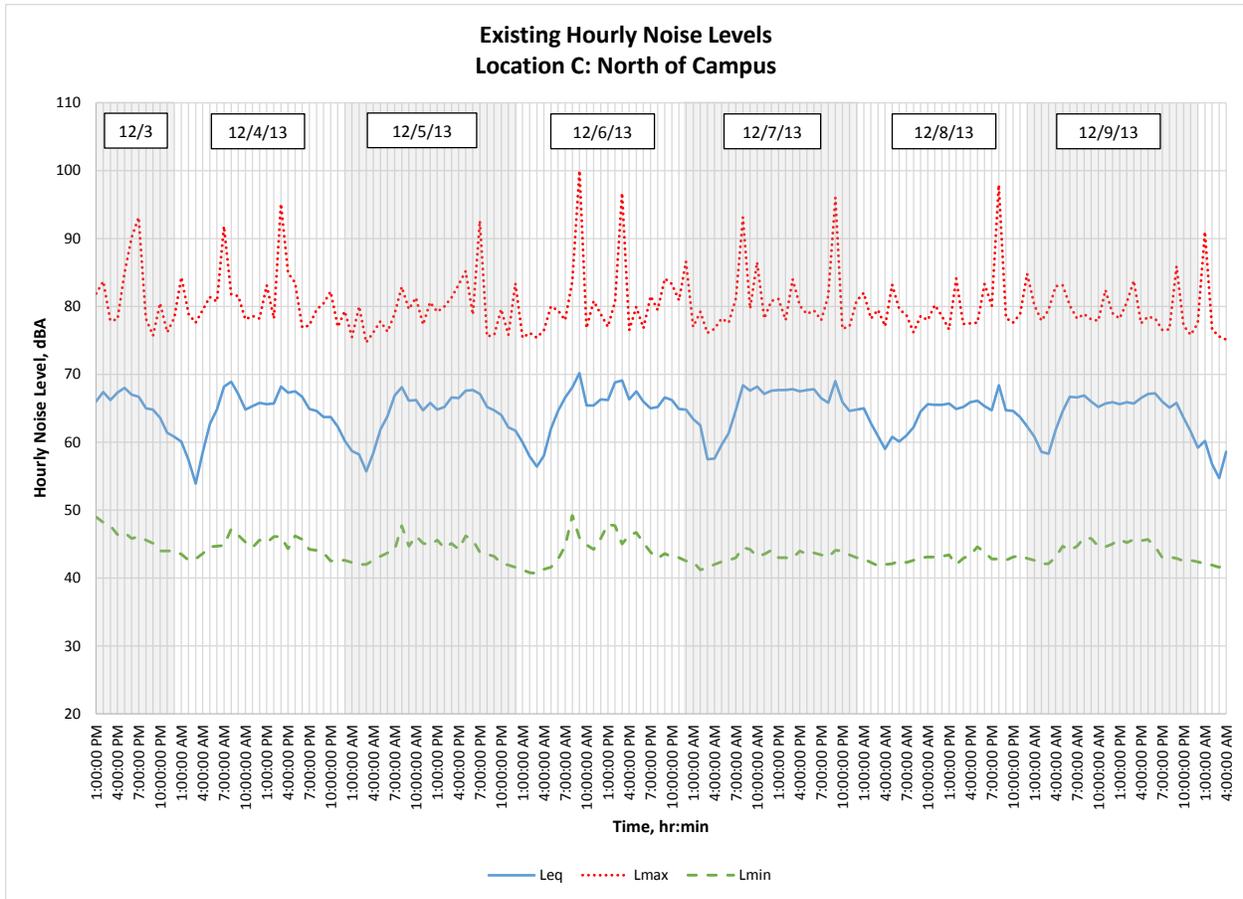


Figure 7 – Location B: Existing Sound Levels



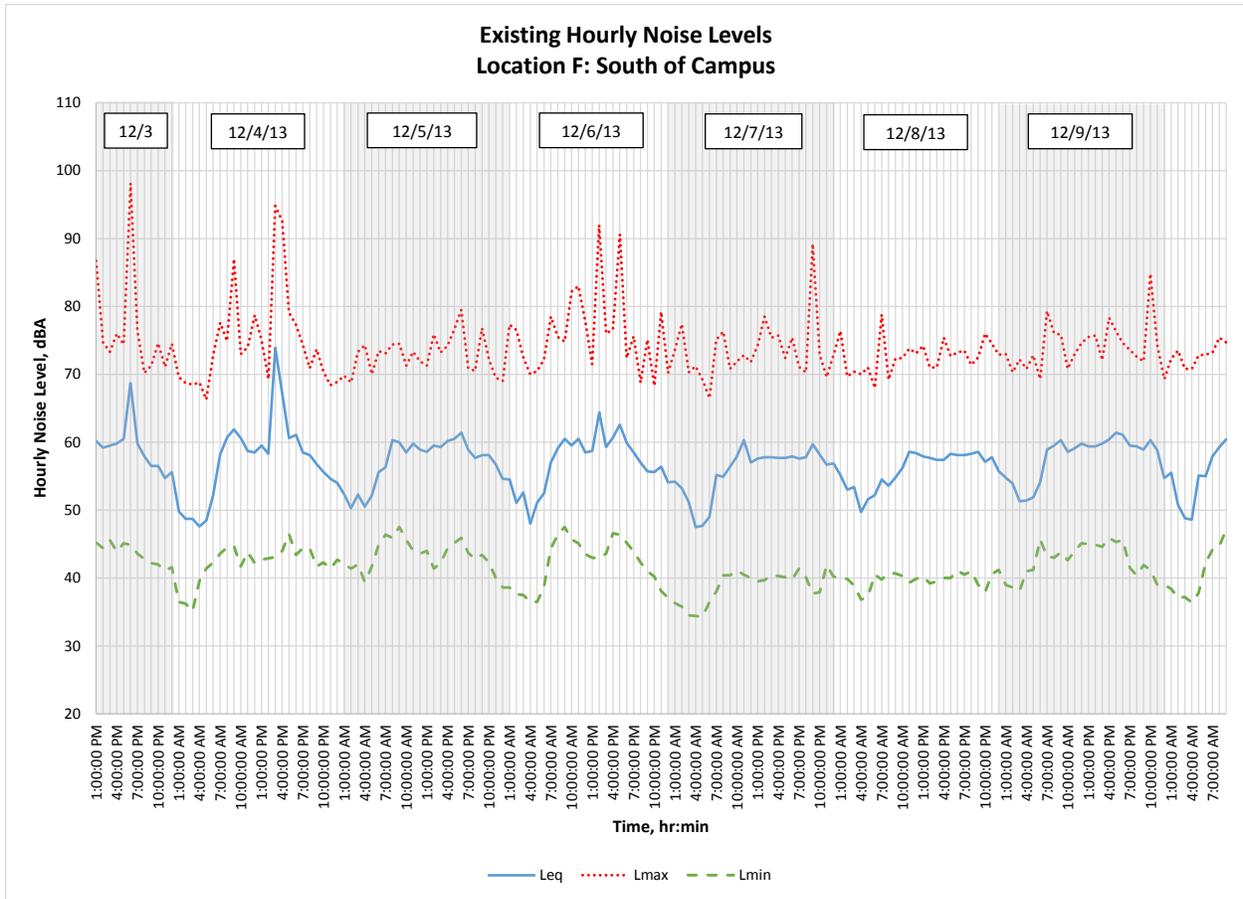


Figure 11 –Location F: Existing Sound Levels

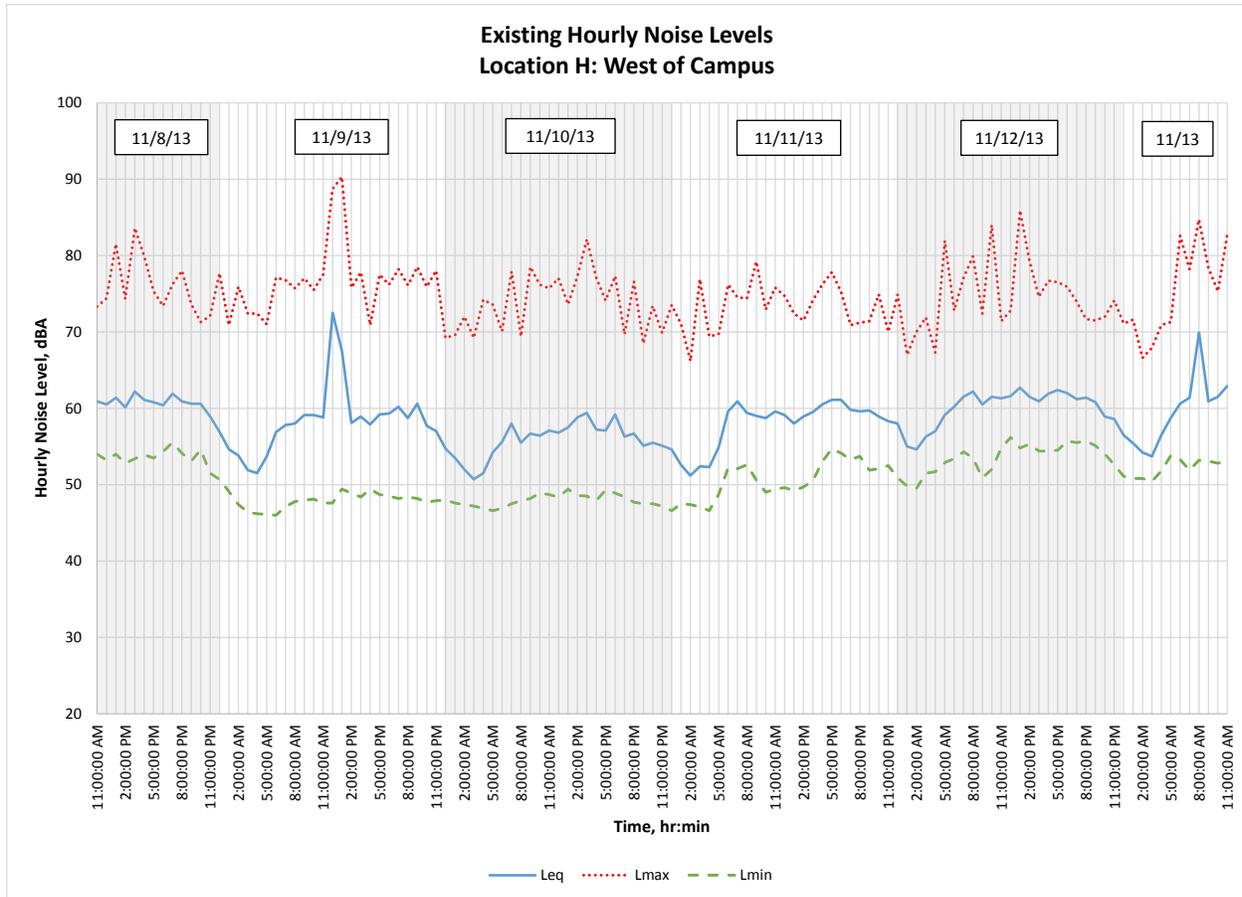


Figure 13 –Location H: Existing Sound Levels

Table 3 – Existing Ambient Sound Level Measurement Locations & Descriptions

| Location | Description |
|----------|--|
| A | NW Residential Receiver. Off main arterials. |
| B | North Residential Receiver – West end. On Cherry St |
| C | North Commercial Receiver – East end. On Cherry St |
| D | East Residential Receiver – North end. Mid-block between 18 th & 19 th Ave |
| E | East Residential Receiver – South end. Mid-block between 18 th & 19 th Ave |
| F | South Residential Receiver – East end. On Jefferson St |
| G | South Residential Receiver – West end. On Jefferson St |
| H | West Commercial Receiver. On 15 th Ave |

Table 4 summarizes the ranges of existing sound levels at the noise monitoring locations, based on the results of the long term measurements described above. The sound levels shown in Table 4 are considered to be a summary of the existing ambient sound levels.

V. Analysis and Discussion

The measured existing sound levels indicate that sound levels in the vicinity of the Swedish Cherry Hill Campus are relatively high, often not dropping below code limits during daytime hours and occasionally remaining above nighttime noise limits as well. This is attributable to traffic on Cherry and Jefferson Streets; noise monitors located along these streets exhibited consistently higher hourly Leq levels than those located to the east and west of the campus.

Noise levels along the eastern border of the campus are significantly lower, and are consistent with the residential neighborhood that the campus abuts in that direction. At Location A, noise levels fall at or above code limits. Levels at this location do not drop off as for Locations D and E to the east.

These measurements document the levels of noise from existing traffic patterns, airplane flyovers, pedestrian activity, etc., and indicate that most adjacent properties are affected by relatively high levels of noise from these typical urban sources. Based on urban growth patterns in Seattle, we expect that the measured ambient noise levels would remain relatively constant or slightly increase in the future.

We expect that, as new buildings are developed on site, noise levels due to HVAC systems would remain approximately constant or be reduced due to the advent of new, quieter system technologies. It is our understanding that an analysis of each new building's HVAC system will be performed to confirm compliance with the City Noise Ordinance. These analyses will be submitted as part of future MUP packages.

Depending on the orientation of these buildings, and the typical access route to them, it is feasible to expect that shifting traffic patterns may also affect ambient background noise levels. An analysis of anticipated changes in traffic patterns may be performed for these projects once any changes to traffic counts are determined.

VI. Summary

This report summarizes measurements of the existing noise levels surrounding the Swedish Cherry Hill site. These measurements relatively high noise levels due to typical urban noise sources such as traffic on adjacent roadways.

Should you have any questions or concerns regarding the above, please don't hesitate to contact us.

Sincerely,
SSA Acoustics, LLP



Mohamed Ait Allaoua
MANAGING PARTNER &
SENIOR ACOUSTICAL CONSULTANT



Matt Roe
ACOUSTICAL CONSULTANT

Appendix C

Transportation Technical Report

Final Environment Impact Statement

for the

Swedish Cherry Hill
Major Institution Master Plan

Appendix C: Transportation Technical Report

November 26, 2014

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Transportation

1 Introduction

This document provides technical information in support of the transportation element of the Environmental Impact Statement (EIS) prepared for the proposed expansion of the Swedish Cherry Hill Medical Center campus (Swedish) in Seattle through a Major Institution Master Plan (MIMP). The following provides an overview of the project description and analysis approach. Further details are provided in subsequent sections that are specific to key transportation elements.

Four alternatives have been identified for evaluation in the Final EIS. All of the alternatives are within the boundary of the existing major institution overlay (MIO). The Alternatives include:

- Alternative 1 – No Build
- Alternative 8 – Addition of approximately 1.9 million gross square-feet for a total of 3.1 million gross square-feet.
- Alternative 11 and 12 – Addition of approximately 1.55 million gross square-feet for a total of 2.75 million gross square-feet with reduced building heights and increased setbacks along 18th Avenue. The difference between the two alternatives is the location of the higher building heights.

Alternatives 2 – 7, 9 and 10 were removed from consideration and were evaluated within the technical analysis prepared for the FEIS.

Swedish is proposing a MIMP for development over the next fifteen to twenty-five years, or longer. Construction phasing would be dependent upon the height limits approved by the City Council in the MIMP, and the need to create an “empty chair” (empty developable space) in which to develop new buildings without first having to demolish an existing building that is still in use. Early development potential may include the east side of the campus along 18th Avenue and the redevelopment of the existing west side parking garage, or the site of the Cherry Hill Professional Building on the southeast corner of E Cherry Street and 16th Avenue.

The scope of the technical analysis conducted for the FEIS has been based on information outlined in the August 2013 scoping document, direction from staff from the Seattle Department of Transportation and the Department of Planning and Development, comments provided from agency staff, and public comments provided on the Draft EIS.

Given the timeframe of the MIMP, two horizon years have been identified for analysis. This includes a long-term horizon year of 2040 as well as a short-term horizon year of 2023. This short-term horizon year evaluates the impacts of the early development potential. Assumptions for the long- and short-term development scenario were provided by the applicant. Development assumed by 2023 is the same for Alternatives 8, 11, and 12 and includes construction of approximately 1.16 million gross square-feet for a total of approximately 2.3 million square-feet. The following transportation elements are evaluated in this report:

- Street System
- Campus Access and Service Vehicle Loading
- Pedestrians and Bicycle Transportation
- Transit/Shuttle Service
- Traffic Volumes
- Traffic Operations
- Traffic Safety
- Parking

This report is organized into the following sections:

- **Introduction** – This section outlines project background, description of alternatives, and overall approach and scope to the transportation analysis completed for the project.
- **Transportation Management Program (TMP)** – This section outlines the current TMP in place for the campus. Information regarding program objectives and program elements are summarized. This establishes an institutional framework to understand the existing transportation conditions.
- **Affected Environment** – This section documents the existing transportation conditions focusing on the transportation elements noted above.
- **No Action** – This section documents future conditions (2023 and 2040) *without* the completion of the proposed expansion. This analysis reflects growth in traffic associated with approved development projects in the area and general growth in background traffic. The analysis also includes transportation improvements planned by the City or projects that are anticipated to be completed as part of developments in the area. Similar to the Affected Environment this section focuses on the transportation elements noted previously.
- **Alternative 8** – This section describes the impacts of the proposed project on the transportation elements identified, addressing scoping comments noted in the EIS scoping document.
- **Alternatives 11 and 12** – This section describes the impacts of the proposed project, focusing on the same transportation elements as described above for Alternative 8.

2 Existing Transportation Management Program

The Swedish Cherry Hill Medical Center has adopted a transportation management program (TMP) targeted at reducing the employee single occupancy vehicle (SOV) rate. The success of this program is reported through the commute trip reduction (CTR) surveys. The current goal of the program is a 50 percent SOV rate. Existing program elements are discussed below. Enhancement of the existing TMP would be used to further promote a reduction in SOV rates. More details related to TMP enhancements are discussed in the mitigation section of this report.

Elements of the existing approved TMP include:

1. Establish and continuously maintain a Building Transportation Coordinator
2. Provide a transit subsidy equal to 50 percent of the cost of an Orca Passport for both bus and ferry
3. Provide preferential parking for vanpool and carpools, carpools of three or more people or vanpools park on campus at no cost
4. Provide off-street parking for SOV at a monthly fee equal to or greater than the market rate for peak period one-zone monthly transit passes
5. Provide weather protected and secured bicycle parking
6. Subsidize the cost of the restricted parking zone (RPZ) stickers for areas surrounding the campus
7. Encourage and support alternative work schedules, where possible
8. Participate in the guaranteed ride home program
9. Conduct one to three transportation fairs per year on-campus to promote the trip reduction programs
10. Provide a flex-car program on campus
11. Operate an inter-campus shuttle (see additional discussion in the Affected Environment)

Implementation of the TMP is undertaken jointly by Swedish, Sabey and LabCorp, each of which conduct independent CTR surveys. The most recent surveys completed indicate an average SOV rate of approximately 56 percent¹, which is greater than the current 50 percent SOV goal set for the Swedish Cherry Hill campus.

¹ Estimated drive alone rate for entire campus population based on CTR surveys.

3 Affected Environment

This section provides an overview of the existing conditions within the defined study area. **Figure 1** shows the overall study area defined for the analysis and highlights the study area intersections. The study area was determined by Department of Planning and Development (DPD) and Seattle Department of Transportation (SDOT) in recognition of the primary travel patterns for Swedish Cherry Hill traffic. The study area encompasses the area east of I-5, west of 23rd Avenue, north of S Dearborn Street and south of Pike Street. The key arterials of E Madison Street, E Cherry Street, James Street, and E Jefferson Street corridors as well as Broadway, 12th Avenue, and 23rd Avenue are included in the evaluation. The ensuing transportation analysis fully encompasses these corridors and includes the evaluation of 43 study intersections.

This analysis included a review of the existing transportation system elements including the street system, campus access and circulation, pedestrian and bicycle transportation, transit service/facilities, traffic volumes, traffic operations, traffic safety and parking.

3.1 Street System

Swedish Cherry Hill is surrounded by residential neighborhoods to the north, east, and south. The Seattle University campus abuts the west side of the Swedish Cherry Hill campus. The neighborhoods located adjacent to the campus are served by residential streets, which include on-street parking and sidewalks. Parking is permitted on both sides of the roadways, resulting in narrow travel way widths where often only one car can pass at a time, depending on how vehicles are parked on the street.

Access to and from the regional roadways such as I-5 to the west is provided via E Cherry Street and E Jefferson Street. Local connections to the neighborhood from these roadways are generally provided via stop controlled intersections, with E Cherry and E Jefferson Streets having the right-of-way. There are traffic signals at the E Cherry Street/18th Avenue and E Cherry Street/14th Avenue intersections to serve neighborhoods north of the campus. No traffic signals exist along E Jefferson Street in the vicinity of the campus.

Regional access to the campus north (SR 520) and south (I-90) of the local neighborhoods is provided via collector arterials such as E Madison Street, Rainier Avenue, and Broadway. These roadways range from 3 to 5 lane cross-sections.

An inventory of the streets serving the Swedish Cherry Hill campus is provided in **Table 1**. This inventory includes a summary of travel lanes, parking, sidewalks, and posted speed limit. A more comprehensive summary of the key streets that surround the campus and are utilized by staff and patients to access the campus is provided following **Table 1**.



Study Area and Intersections

Swedish Cherry Hill MIMP

FIGURE

Table 1
Characteristics of Roadways in Study Area

| Roadway | Arterial Classification | Posted Speed Limit | Number of Travel Lanes | On-Street Parking? | Sidewalks? | Bicycle Facilities? |
|--|--------------------------------|---------------------------|-------------------------------|---------------------------|-------------------|----------------------------|
| E Madison Street (Boren Avenue to 23rd Avenue) | Principal Arterial | 30 mph | 4 to 5 lanes | Some Blocks | Yes | No |
| E Pike Street (Broadway to 12th Avenue) | Minor Arterial | 30 mph | 2 to 3 lanes | Most Blocks | Yes | No |
| E Union Street (E Madison Street to 23rd Avenue) | Minor Arterial | 30 mph | 2 to 3 lanes | Most Blocks | Yes | Yes |
| E Marion Street | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | No |
| E Columbia Street | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | No |
| Cherry Street (6th Avenue to 7th Avenue) | Principal Arterial | 30 mph | 2 lanes | No | Yes | Yes |
| James Street (6th Avenue to Broadway) | Principal Arterial | 30 mph | 4 lanes | No | Yes | No |
| E Cherry Street (James Street to 23rd Avenue) | Minor Arterial | 30 mph | 2 to 4 lanes | Some Blocks | Yes | Yes |
| E Jefferson Street (Broadway to 23rd Avenue) | Collector Arterial | 30 mph | 2 lanes | Most Blocks | Yes | Yes |
| Boren Avenue | Principal Arterial | 30 mph | 4 lanes | No | Yes | No |
| Rainier Avenue SE | Principal Arterial | 30 mph | 4 to 6 lanes | No | Yes | No |
| S Dearborn Street (I-5 to Rainier Avenue SE) | Principal Arterial | 30 mph | 2 to 4 lanes | Few Blocks | Yes | Yes |
| E Yesler Way (12th Avenue to 23rd Avenue) | Minor Arterial | 30 mph | 2 lanes | Most Blocks | Yes | Yes |
| S Jackson Street (12th Avenue to 23rd Avenue) | Minor Arterial | 30 mph | 2 to 4 lanes | Some Blocks | Yes | Yes |
| Broadway | Minor Arterial | 30 mph | 4 to 5 lanes | Some Blocks | Yes | Yes |
| 6th Avenue | Principal Arterial | 30 mph | 3 to 4 lanes | Few Blocks | Yes | No |
| 7th Avenue | Principal Arterial | 30 mph | 1 to 3 lanes | Some Blocks | Yes | Yes |
| 12th Avenue (Madison Street to Boren Avenue) | Minor Arterial | 30 mph | 2 to 4 lanes | Some Blocks | Yes | Yes |
| 13th Avenue | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | No |

Table 1 (Cont'd)
Characteristics of Roadways in Study Area

| Roadway | Arterial Classification | Posted Speed Limit | Number of Travel Lanes | On-Street Parking? | Sidewalks? | Bicycle Facilities? |
|-------------|-------------------------|--------------------|------------------------|--------------------|------------|---------------------|
| 14th Avenue | Collector Arterial | 30 mph | 2 lanes | Most Blocks | Yes | No |
| 15th Avenue | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | No |
| 16th Avenue | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | No |
| 18th Avenue | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | No |
| 19th Avenue | Access Street | 25 mph | 2 lanes | Most Blocks | Yes | Yes |
| 23rd Avenue | Principal Arterial | 30 mph | 4 lanes | Few Blocks | Yes | No |

Source: Seattle Department of Transportation and Transpo Group, 2013.

E Cherry Street forms the northern border of the campus and is classified as a minor arterial by the City. In the vicinity of the hospital, sidewalks and parking are provided on both sides of this two-lane roadway. In addition, sharrows (i.e., indicating shared vehicle/bicycle travel ways) are provided along both sides of the roadway as well as bicycle lanes on the uphill portion of the corridor. The majority of the intersections along this corridor within the site vicinity are stop controlled. Parking for the hospital or clinics can be accessed along 15th Avenue, 16th Avenue, and 18th Avenue off of E Cherry Street. As noted previously, E Cherry Street provides a connection to/from I-5 to the west.

E Jefferson Street forms the southern boundary of the campus. In the vicinity of Swedish Hospital campus, E Jefferson Street is classified as a collector arterial. Sidewalks and parking are provided on both sides of this two-lane roadway. In addition, sharrows are provided along the corridor as well as bicycle lanes along the uphill portions from 12th Avenue to 19th Avenue. All intersections between 12th Avenue and 23rd Avenue are stop controlled. There are also seven bus routes that operate along E Jefferson Street within the site vicinity. Access to the Swedish parking areas is at 15th Avenue, 16th Avenue, and 18th Avenue off of E Jefferson Street.

15th Avenue provides access to existing parking structures and surface lots for the hospital and forms the western border of the Swedish campus. Seattle University facilities are located on the west side of the roadway. In the vicinity of Swedish, 15th Avenue is classified as an access street. Sidewalks are provided on both sides of this two-lane roadway and parking is permitted along the west side of the roadway only.

16th Avenue provides access to existing parking structures and surface lots for the campus. It also provides a north/south vehicular, pedestrian, and bicycle connection to and from the neighborhood. In the vicinity of Swedish, 16th Avenue is classified as an access street. Sidewalks are provided on both sides of this two-lane roadway with some on-street parking allowed.

18th Avenue provides access to two Swedish surface lots, with the eastern border of the campus located between 18th Avenue and 19th Avenue. In the vicinity of Swedish, 18th Avenue is classified as an access street. Sidewalks are provided on both sides of this two-lane roadway as well as on-street parking along the west side. 18th Avenue is adjacent to the signed bicycle route that runs along 19th Avenue. A traffic signal exists at the E Cherry Street/18th Avenue intersection, providing a signalized connection for neighborhood traffic.

12th Avenue is a main arterial to the west of the campus and is classified as a minor arterial by the City. Near Swedish this roadway is three-lanes with sidewalks and parking on both sides. Bicycle lanes are also provided along both sides of the corridor from E Madison Street to E Yesler Way.

23rd Avenue is a main arterial to the east of Swedish, and is classified as a principal arterial by the City. Sidewalks are provided on both sides of this four-lane roadway and no parking is allowed. Directly east of Swedish along 23rd Avenue, there is a 20 mph school zone, for Garfield High School, that starts at E Spruce Street and ends at E Cherry Street.

3.2 Campus Access and Service Vehicle Loading

The following describes the general vehicular access to the campus as well as access for trucks and service vehicles.

3.2.1 General Vehicle Access

There are several parking areas within the Cherry Hill campus that are available to staff, patients, and visitors. **Figure 2** highlights these parking lots and garages and the campus access and circulation. As shown in **Figure 2**, access points to the Swedish Cherry Hill parking garages and surface lots are located primarily on 15th Avenue, 16th Avenue, and 18th Avenue between E Cherry Street and E Jefferson Street. Designated parking is provided for patients of the Northwest Kidney Center within a separated portion of the 16th Garage with vehicular access along 15th Avenue.

The primary access to the emergency department is provided via 16th Avenue. The entry to the emergency department is located south of E Cherry Street at the second driveway, which is one-way inbound only. Ambulances, other emergency vehicles and patients enter the same driveway. In front of the emergency entrance, there are two parking spaces for ambulances and seven parking spaces for emergency room visitors.

3.2.2 Truck and Service Loading and Access

Figure 2 illustrates the location of the access points to the loading and services areas. The main truck access for the delivery of supplies is provided at two locations:

1. **16th Avenue.** This delivery area is located north of the emergency department entrance and primarily used for hospital services. This area includes multiple truck docks, parking for funeral home use, postal service, 12 general parking spaces, and 4 ADA accessible spaces. There are two exits for vehicles in this area, one to the north, which connects to 16th Avenue and one to the south exiting on to E Jefferson Street at 17th Avenue.

Observations conducted over a 24-hour period showed a total of 37 deliveries with 6 occurring during the AM peak (7-9 a.m.) and 1 occurring during the PM peak (4-6 p.m.). The size of vehicle ranged from a van with 2 axles to an open bed semi-truck with 4 axles. The maneuvering area can accommodate backing movements on-site without using 16th Avenue.

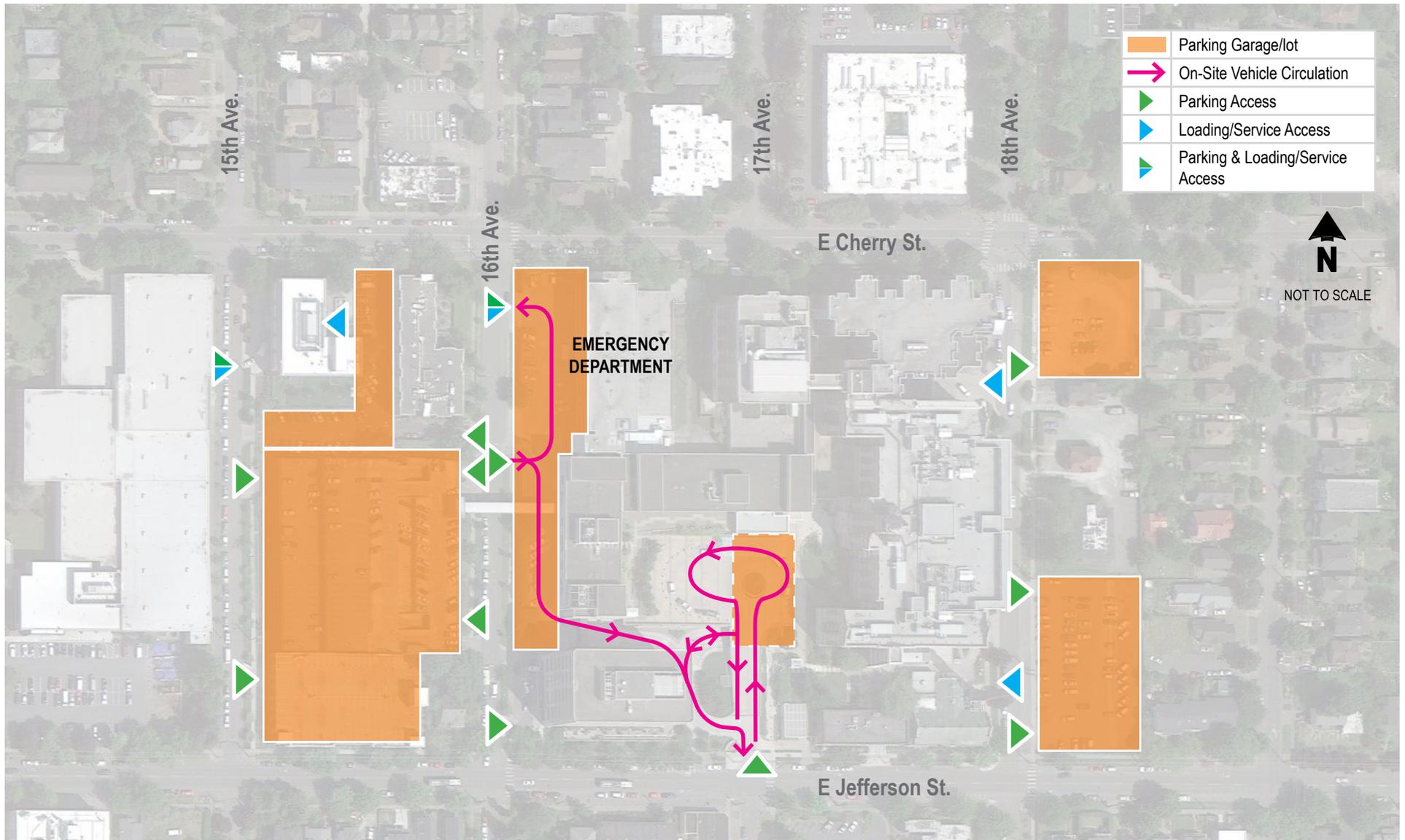
2. **18th Avenue.** This service area is located just south of E Cherry Street. Observations conducted over a 24-hour period showed a total of 102 deliveries with 13 occurring during the AM peak (7-9 a.m.) and 8 occurring during the PM peak (4-6 p.m.). The size of vehicle ranged from a sedan with 2 axles to an open bed semi-truck with 4 axles. Although tractor trailers were not observed they do have periodic deliveries. Garbage pick-up also occurs in this area for the dumpsters associated with James Tower.

In addition to the two main delivery areas, there are service areas accommodating smaller deliveries with vans or cars along 15th Avenue for the Northwest Kidney Center, along the alley between 15th Avenue and 16th Avenue for the Seattle Rehabilitation Center, and along 18th Avenue for the Central Utility Plant. The Northwest Kidney Center service area has approximately 15 deliveries per week or 5-7 per day with the majority occurring during the morning. Seattle Rehabilitation Center has an average of 4 deliveries per day. Observations conducted over a 24-hour period for the Central Utility Plant showed a total of 8 deliveries with 2 occurring during the AM peak (7-9 a.m.) and 0 occurring during the PM peak (4-6 p.m.). SMC 23.54.035 establishes requirements for off-street loading berths. Hospitals are identified as a high-demand use with each of the existing loading facilities needing to meet the following requirements:

1. The 16th Avenue loading area services approximately 554,000 square-feet of building area and would require 17 loading berths per code. The area currently has two loading berths as well as some service entrances.
2. The 18th Avenue loading area services approximately 515,000 square-feet of building and would require 16 loading berths per code. The area currently has one loading berth.

It should be noted that these loading facilities may have been constructed prior to the implementation of current code requirements and/or DPD Director Decisions may have modified the code requirements based on the specific needs of the buildings served by the loading facilities. Existing loading facilities are generally adequate to serve the needs of Swedish Cherry Hill. Although not observed during the 24-hour observations, public comment indicates that there are some periods in the morning when food service deliveries are waiting along 18th Avenue to access the loading berth.

Trucks traveling between Swedish Cherry Hill and Interstate 5 primarily use the arterials of E Cherry Street and E Jefferson Street. Loading facilities are served by the adjacent local access streets of 16th Avenue and 18th Avenue. The existing road network adequately accommodates trucks serving Swedish Cherry Hill and there are no observable deficiencies in the existing road network.



Existing Access and Circulation Routes

Swedish Cherry Hill MIMP

3.3 Pedestrian and Bicycle Transportation

Based on the CTR surveys, approximately two percent of employees commute to and from the campus via bicycle. The campus currently provides 132 bicycle parking spaces for visitors and employees. In addition, lockers and showers are provided for employees.

Figure 3 illustrates the bicycle network within the study area. The primary north-south bike corridors included Broadway and 19th Avenue E, which are delineated with sharrows. 19th Avenue is a signed bicycle route. A bicycle lane is provided along 12th Avenue E.

East-west bicycle connections in the study area are provided via E Cherry Street and E Jefferson Street, and predominantly identified by sharrows. Sharrows are pavement markings used to delineate and identify a shared vehicle/bicycle travel lane. Bicycle lanes are provided along portions of E Cherry Street traveling in the uphill direction, E Jefferson Street west of 19th Avenue, and E Yesler Way. Union Street, a signed bike route, has a combination of sharrows and bicycle lanes. The E Yesler Way bicycle route goes into the downtown.

Approximately four percent of employees commute to and from the campus by walking. In addition, all other travel to the campus ends in a walking trip whether connecting from vehicle parking, bicycle parking or transit. All of the streets within the vicinity of Swedish Cherry Hill campus have sidewalks on both sides. There are a limited number of pedestrian crossings along E Cherry Street and E Jefferson Street. Signalized pedestrian crossings are provided at the E Cherry Street/ 18th Avenue intersection. Unsignalized pedestrian crosswalks are also provided across E Cherry Street at 16th Avenue and across E Jefferson Street at 16th, 17th, and 18th Avenues.

Traffic counts conducted at the study intersections included bicycle and pedestrian counts. The highest concentration of pedestrians in the study area is in the vicinity of the schools including Seattle University (west of Swedish Cherry Hill) and Garfield High School (east of the campus). In the immediate vicinity of the campus, pedestrian volumes are highest during the weekday PM peak hour. Adjacent to the campus, bicycle volumes were higher along E Jefferson Street as compared to E Cherry Street during both the weekday AM and PM peak hours.



Existing Bicycle Facilities

Swedish Cherry Hill MIMP

Q:\Projects\11\11244.00 Swedish Providence Cherry Hill Campus\GIS\MXD\BikeFacilities.mxd

FIGURE

3

3.4 Transit/Shuttle Service

King County Metro operates several routes within the vicinity of Swedish. There are eight King County Metro Transit routes within a half mile (or 10- to 12-minute) walking distance of Swedish Cherry Hill. The service areas, operating hours, and headways are summarized in **Table 2**. As shown in the table, the headways range from 5 to 30 minutes during the weekday peak periods. Route 84 operates at night, running from 2:00 AM to 4:30 AM. The routes serve the neighborhoods of Seattle as well as Issaquah and Federal Way. Routes 3/4, 64, 84, 193, 211, and 303 serve Swedish Cherry Hill directly with a stop in each direction along E Jefferson Street at 17th Avenue adjacent to the campus. The routes serving Swedish Cherry Hill directly provide viable options for travelling to and from the campus.

Table 2
Existing Transit Service to Swedish Cherry Hill Campus

| Route | Area Served | Approximate Operating Hours | AM Peak Period | | Headway (minutes) | PM Peak Period | | Headway (minutes) |
|---|---|-----------------------------|----------------------|----------------------|-------------------|----------------------|----------------------|-------------------|
| | | | Transit Trips | | | Transit Trips | | |
| | | | NB / EB ² | SB / WB ² | | NB / EB ² | SB / WB ² | |
| 3/4 | Judkins Park - Downtown Seattle - Queen Anne Hill | 5:00 AM - 1:30 AM | 13 | 16 | 5 - 10 | 15 | 17 | 5 - 10 |
| 27 | Colman Park - Downtown Seattle | 5:30 AM - 10:30 PM | 4 | 4 | 30 | 4 | 4 | 30 |
| 48 | Mount Baker - University District - Loyal Heights | 5:30 AM - 12:00 AM | 11 | 11 | 5 - 15 | 12 | 12 | 10 |
| 64 | First Hill - Downtown - Lake City | 6:30 AM - 9:00 AM | - | 5 | 15 - 30 | 5 | - | 15 - 30 |
| | | 3:30 PM - 6:00 PM | | | | | | |
| 84 | Madison Park - Madrona | 2:00 PM - 4:30 AM | - | - | - | - | - | - |
| 193 | First Hill - Federal Way | 6:30 AM - 9:00 AM | 5 | - | 20 - 30 | - | 4 | 30 |
| | | 3:30 PM - 7:00 PM | | | | | | |
| 211 | First Hill - Issaquah Highlands | 6:00 AM - 9:30 AM | 4 | - | 30 | - | 4 | 30 |
| | | 2:30 PM - 6:00 PM | | | | | | |
| 303 | First Hill - Shoreline | 6:00 AM - 9:00 AM | - | 8 | 15 - 20 | 6 | - | 15 - 30 |
| | | 3:30 PM - 7:30 PM | | | | | | |
| Total Transit Trips During Peak Period | | | 37 | 44 | | 42 | 41 | |

1. Based on data King County Metro Transit (2013).

2. General direction of travel NB = northbound, EB = eastbound, SB = southbound, and WB = westbound.

The inter-campus shuttle operated by Swedish serves the Swedish First Hill campus, Cherry Hill campus, and the Metropolitan Park offices. This service is offered free to staff and patients and runs Monday through Friday, except on holidays. This service operates between 6:30 AM and

5:30 PM. The service operates with 20 minutes headways within the core hours of 10:00 AM to 2:00 PM and 40 minutes outside those hours.

The capacity of transit services to and from Swedish Cherry Hill varies by day (weekday or weekend service) and by the time of day (peak commuter period, evening services, etc.). The following provides a capacity and ridership evaluation of the bus transit service to and from the Swedish Cherry Hill campus at the E Jefferson Street bus stops at 17th Avenue. Average boarding's and alightings, as well as the passengers continuing passed the stop for Spring 2013 were provided by King County Metro. The data provided represents the weekday average per trip (alighting, boarding, and departure load) during the different time periods throughout the day. The weekday AM and PM peak periods were examined when ridership at the Swedish Cherry Hill bus stop is highest. The weekday AM peak period is defined as 6:00 to 9:00 AM and the weekday PM peak period is defined as 3:15 to 6:15 PM. The total available capacity and passenger loads or ridership for the routes serving the E Jefferson Street bus stop are illustrated in **Figures 4 and 5** for the weekday peak periods. As shown in the figures, routes 3 and 4 provide the most capacity or highest service levels to the campus. All of the routes serving the campus have some level of remaining capacity to accommodate additional riders during the weekday peak periods.

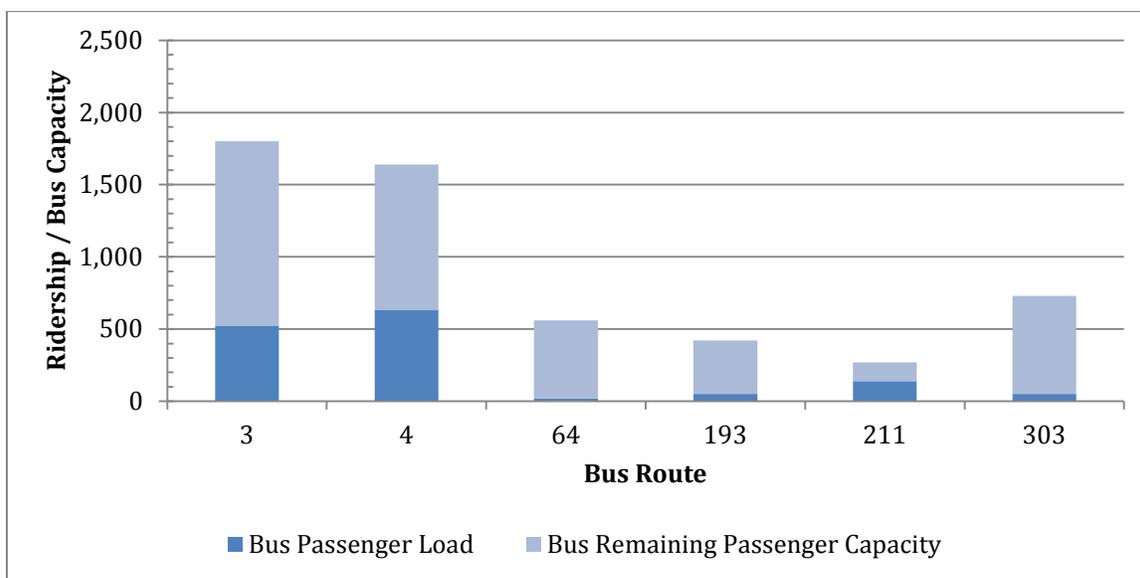


Figure 4 Existing Weekday AM Peak Period Bus Transit Capacity and Ridership

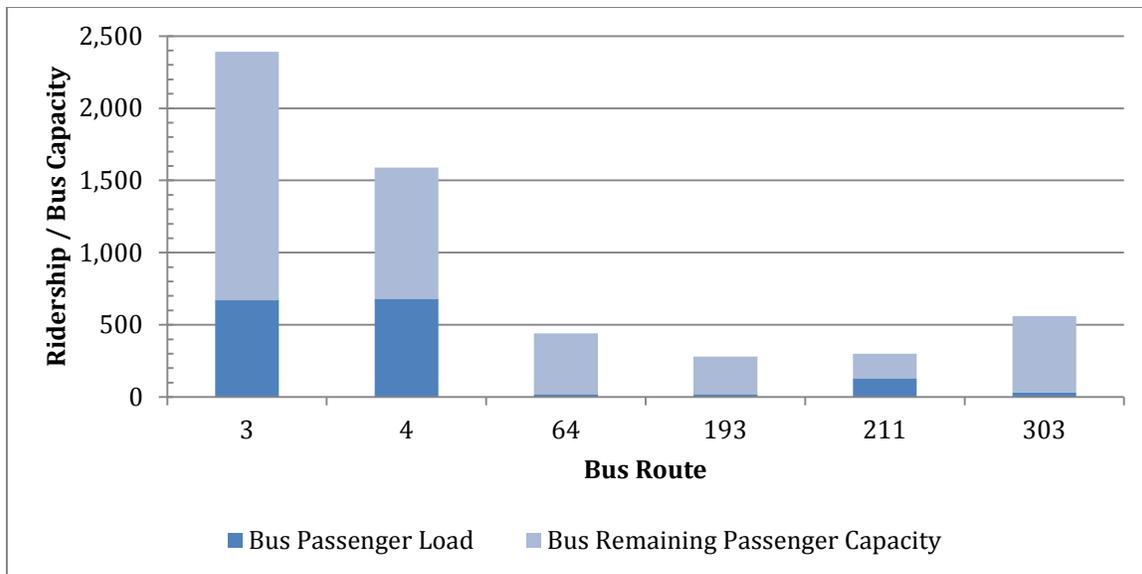


Figure 5 Existing Weekday PM Peak Period Bus Transit Capacity and Ridership

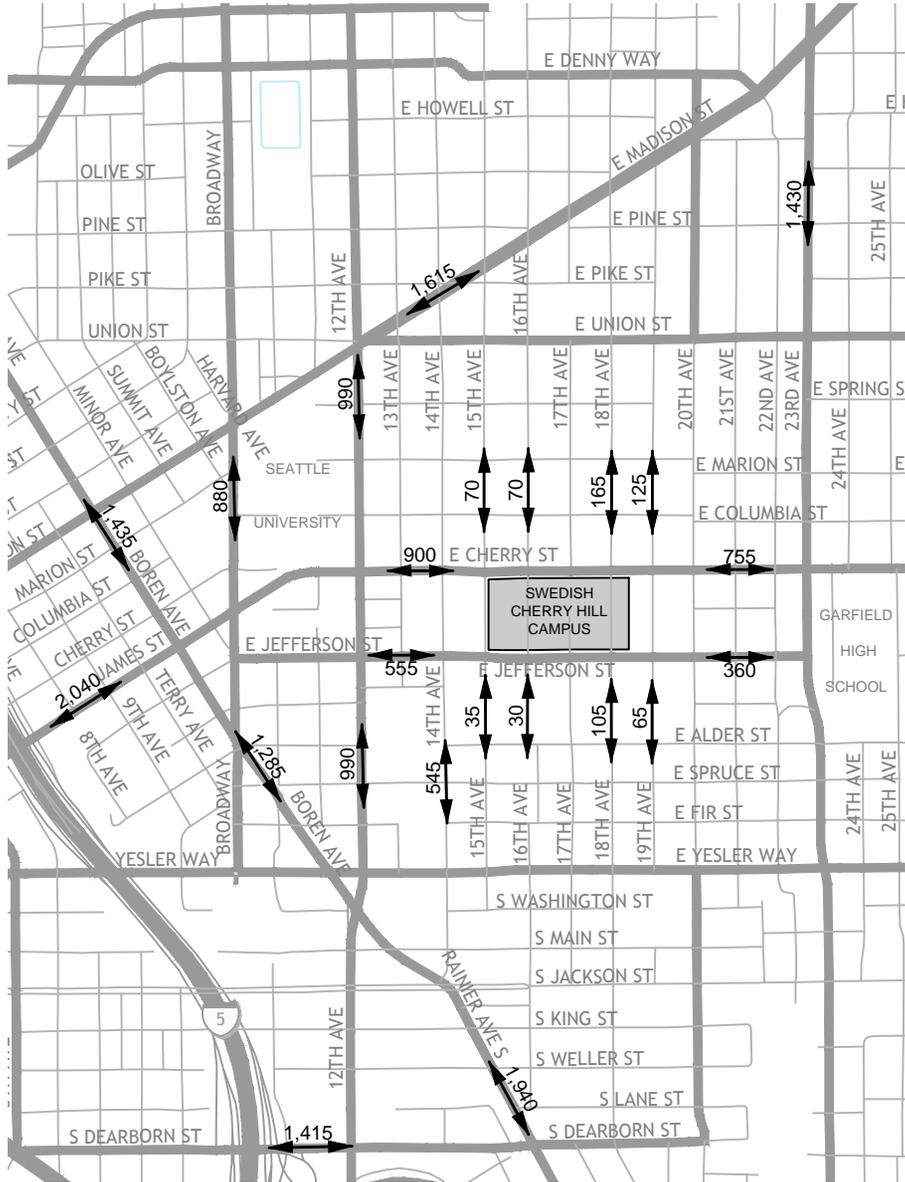
King County Metro is currently experiencing a funding shortage and it is anticipated that in late 2014 there would be service cuts and changes to bus service. This will impact routes 4, 211, 64, and 193 serving the Swedish campus. The impact of the changes in transit capacity is reflected in the No Build analysis.

3.5 Traffic Volumes

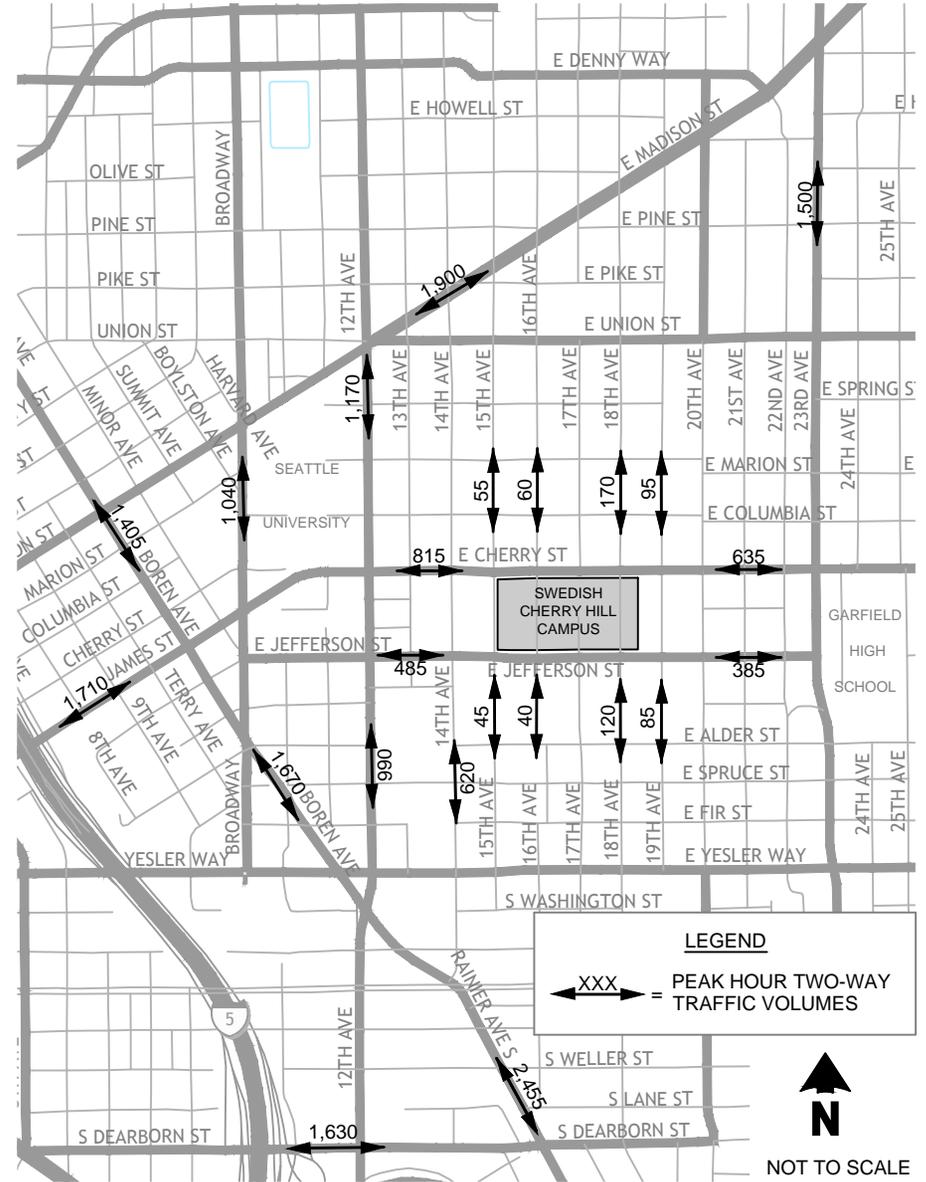
Traffic volumes within the study area were collected for the weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods. Intersection turning movement counts were conducted in May, September, and October 2013 and January 2014. In addition to vehicles, the counts included bicycle and pedestrian volumes. Seattle University, located adjacent to the Swedish Cherry Hill campus, was in session during all counts. **Figure 6** summarizes the weekday AM and PM peak hour link volumes on the major roadways surrounding the campus. The weekday peak hour generally occurred from 7:30 to 8:30 AM during the morning and 5:00 to 6:00 PM during the evening. The turning movement count summaries are included in **Attachment C-1**. Count worksheets for each location are available upon request.

The traffic volumes shown on the figures represent the sum of both directions of travel. Weekday AM peak hour volumes, shown on **Figure 6**, are generally lower than the weekday PM peak hour volumes with the exception of along James Street/E Cherry Street between I-5 and 23rd Avenue and along E Jefferson Street in the immediate vicinity of Swedish. Weekday AM peak hour traffic volumes along James Street/E Cherry Street range between 755 near 23rd Avenue to 2,040 vehicles per hour (vph) near I-5. These existing weekday AM peak hour traffic volumes are approximately 20 percent higher than the existing James Street/E Cherry Street traffic volumes during the weekday PM peak hour. Traffic volumes along E Jefferson Street between Broadway and 23rd Avenue range from 360 to 555 vph during the weekday AM peak hour. Near 12th Avenue, the weekday AM peak hour traffic volumes along E Jefferson Street are 15 percent higher than weekday PM peak hour traffic volumes.

WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



LEGEND

XXX = PEAK HOUR TWO-WAY TRAFFIC VOLUMES



NOT TO SCALE

Existing Weekday Peak Hour Two-Way Link Volumes

Swedish Cherry Hill MIMP

FIGURE

6

As shown on **Figure 6**, during the weekday PM peak hour, traffic volumes along E Cherry Street, adjacent to the campus, range between 635 to 815 vph depending on the individual block. Left-turns from E Cherry Street range between 10 to 50 vph depending on the intersection. West of Broadway, where E Cherry Street transitions to James Street, traffic volumes are higher with volumes as high as 1,710 near the I-5 interchange. These volumes decrease as you proceed east of the interchange. Traffic volumes along E Jefferson Street are lower than E Cherry Street. Traffic volumes along E Jefferson Street between Broadway and 23rd Avenue range from 385 to 485 vph. During both the weekday AM and PM peak hours and likely throughout the day, traffic volumes generally decrease along the E Jefferson Street corridor from the west to the east as traffic distributes to the local residential neighborhoods north and south of the corridor.

3.6 Traffic Operations

The scope of the traffic operations analysis included an evaluation of individual intersection performance as well as corridor operations along E Cherry Street/James Street between 6th Avenue and Broadway and Broadway and 18th Avenue. This analysis provides a basis for not only understanding future impacts to general traffic operations, but also how the proposed project affects neighborhood traffic and circulation patterns and access. The purpose of this corridor analysis is to assess the impacts of intersection delay and queuing on travel time and corridor progression. The E Cherry Street/James Street corridor was identified for analysis based on the anticipated travel patterns to/from the site and connectivity to I-5 as well as existing observations.

3.6.1 Intersection Operations

The operational performance of an intersection was determined by calculating the intersection level of service (LOS) based on the procedures presented in *Highway Capacity Manual* (HCM) 2000 rather than the most recent HCM 2010. The use of HCM 2000 for this analysis is due to limitations related to the HCM 2010 methodology for some conditions, analysis software coding bugs, a desire to apply a consistent methodology throughout the study area, and long-term acceptance of the previous HCM results. Specific limitations of the HCM 2010 methodology include the inability to model five-legged intersections as well as restrictions related to signal phasing that result in the inability to model some of the study area signalized locations. As a consistent approach to measuring intersection and corridor performance, the LOS analysis was completed using the HCM 2000 methodologies as implemented in the Synchro version 8 software program.

The HCM method uses peak hour traffic volumes, intersection geometry, intersection control, and roadway characteristics as inputs to evaluate operations. The intersection as a whole and its individual turning movements can be described with a range of levels of service (A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. At signalized and all-way stop controlled intersections, LOS is measured in average total delay per vehicle and is typically reported for the intersection as a whole. At side-street stop controlled intersections, LOS is measured in average movement delay per vehicles and is typically reported for the worst movement. **Attachment C-2** provides a more detailed explanation of intersection LOS.

Figure 7 summarizes the existing AM and PM peak hour levels of services. Existing weekday peak hour LOS for each study intersection is displayed on **Figures 8 and 9** with detailed LOS calculations provided in **Attachment C-3**.

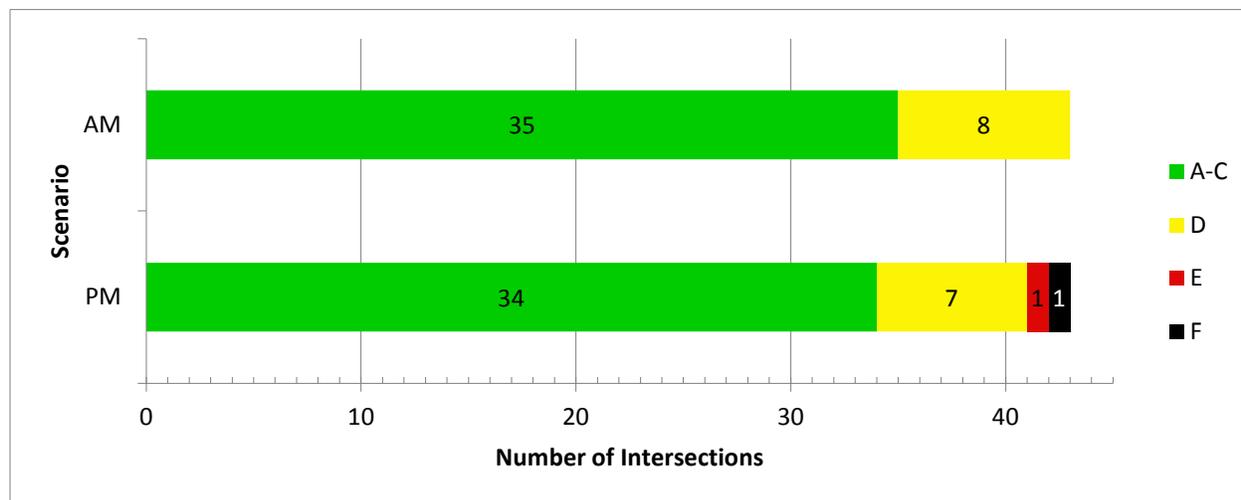
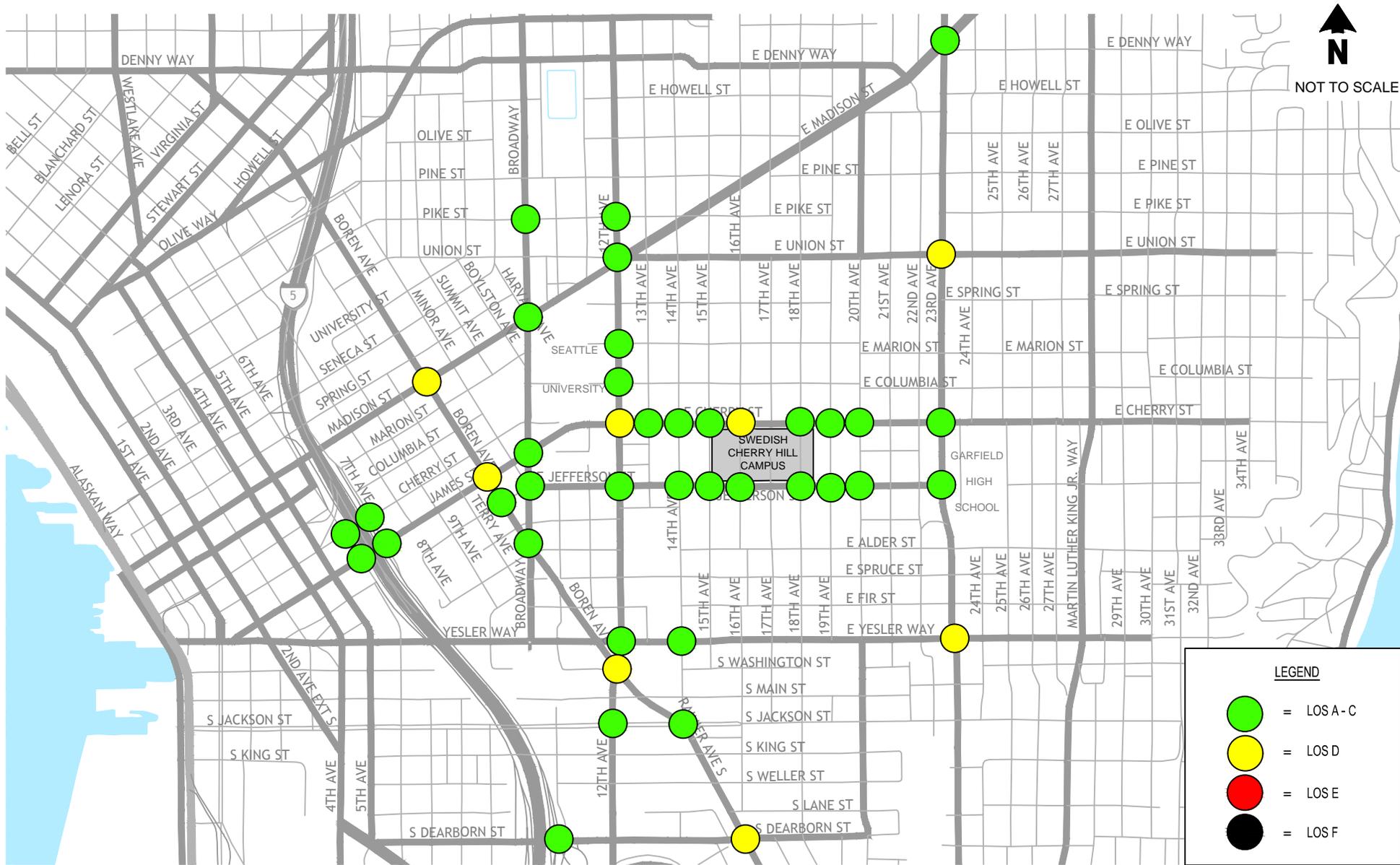


Figure 7 Existing Weekday Peak Hour Intersection Level of Service Comparison

As shown on **Figure 7**, approximately 80 percent of the study intersections currently operate at LOS C or better. No intersections in the study area currently operate below LOS D during the weekday AM peak hour. During the weekday PM peak hour, all study area intersections operate at LOS D or better with the exception of two intersections. The two intersections are 12th Avenue/E Marion Street (side street approaches operate at LOS F) and 13th Avenue/E Cherry Street (side street approaches operate at LOS E) intersections. The 12th Avenue/E Marion Street intersection has a high concentration of pedestrian crossings, which causes increased delays for these side street approaches, resulting in the LOS F condition.

As shown in **Figure 8**, during the weekday AM peak hour, study intersections proximate to Swedish are currently operating at LOS C or better with the exception of 16th Avenue/E Cherry Street, which is currently operating at LOS D. Results of the weekday PM peak hour analysis, shown on **Figure 9**, are similar to the weekday AM peak hour analysis, with all nearby intersections operating at LOS D or better. Proximate to the campus, all intersections operate at LOS C or better with the exception of 16th Avenue/E Cherry Street, which is currently operating at LOS D.

Previous studies and field observations of the 6th Avenue/James Street intersection suggest this intersection operates worse than the calculated delay and LOS in this study. Along the James Street corridor, intersection LOS alone may not provide an adequate assessment of the corridor operations. Field observations indicate that congestion along the corridor results in queuing that has been observed to extend to adjacent intersections. The following section provides a detailed analysis of the E James Street/E Cherry Street corridor from 6th Avenue to 18th Avenue. This corridor analysis, focusing on corridor travel speeds and travel times, accounts for intersection queuing, pedestrian activity, and overall driver behavior.

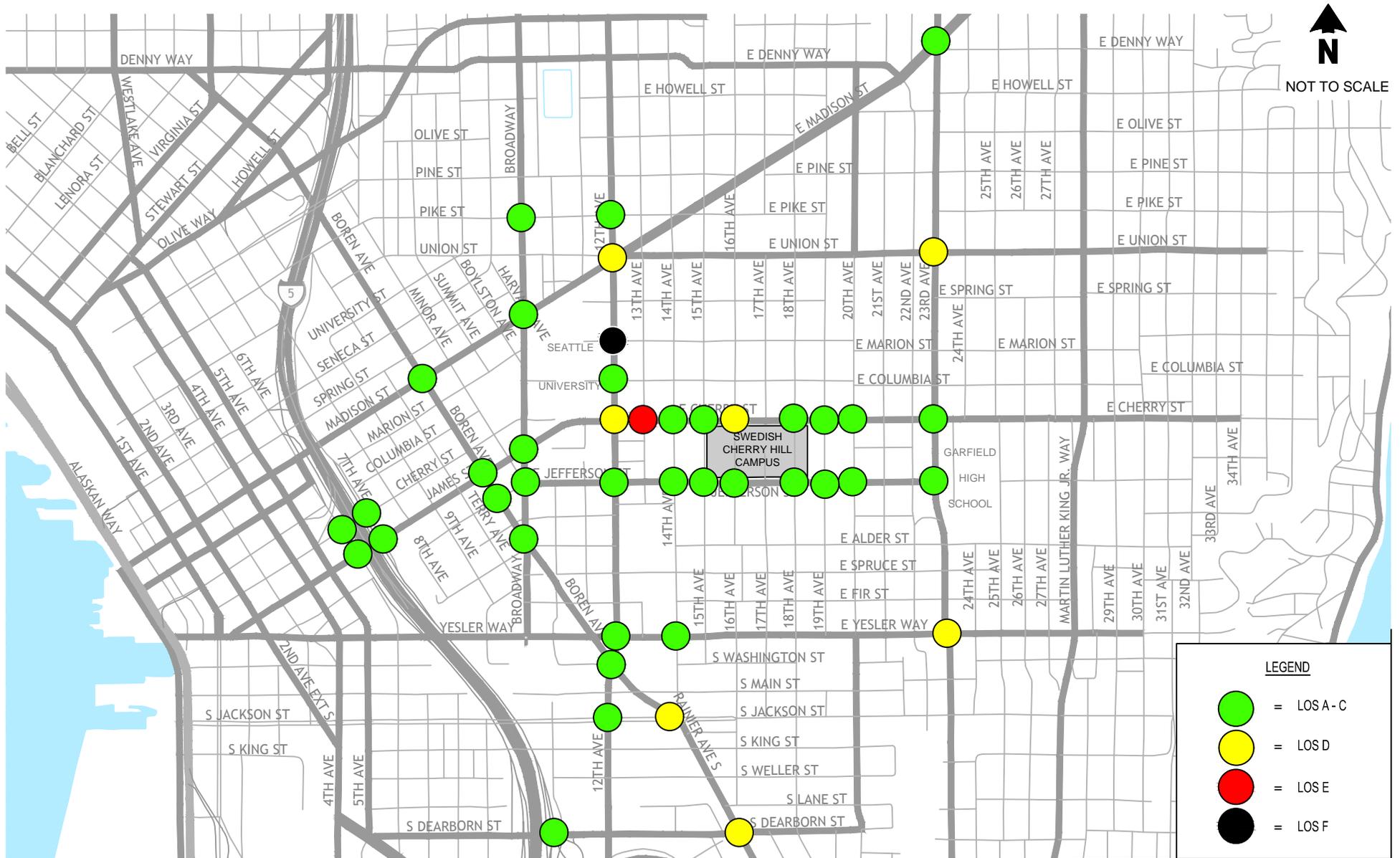


Existing Weekday AM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

FIGURE

8



Existing Weekday PM Peak Hour Levels of Service Summary

FIGURE

Swedish Cherry Hill MIMP

9

3.6.2 Corridor Operations

In addition to the intersection LOS analysis, the main route to the Swedish Cherry Hill campus along E Cherry Street/James Street was evaluated with respect to travel time and travel speeds. The E Cherry Street/James Street corridor was divided into two segments for purposes of this analysis. The first segment (James Street) extends from 6th Street to Broadway and the second segment (E Cherry Street) extends from Broadway to 18th Avenue.

The analysis was conducted using Synchro 8, consistent with the intersection LOS methodology. Existing travel times along the corridor were measured in the field using Bluetooth technology to track travel times for vehicles along the corridor. This technology provides a more robust data set than the typical floating car data collection methodologies. Two-days of data was collected in the field and averaged. During the weekday AM and PM peak hours, existing travel time data shown below is based on approximately 10 – 50 data points for the AM peak hour period depending on the segment and direction and 10 – 30 data points for the PM peak hour period. Travel time projections and average speeds reported from the Synchro model were calibrated to data measured in the field. **Table 3** provides a summary of the existing travel times measured in the field, existing uncalibrated travel times from the Synchro model, and the adjustment factor. The adjustment or calibration factor accounts for operational impacts from vehicle queuing, mid-block pedestrian crossing, on-street parking maneuvers, etc. not reflected in the Synchro delay calculations. The future travel times from the Synchro model are multiplied by the adjustment factor to determine future travel times calibrated to field conditions and accounting for the factors described above (i.e., queuing, parking, etc.).

As shown in the table, during the weekday AM peak hour the field data shows that travel times along James Street/E Cherry Street, within the defined segments, are approximately three to five minutes for both directions. During the weekday PM peak hour, travel times along E Cherry Street are less than three minutes while along James Street travel times range between four and six minutes. Average travel speeds are generally slow ranging from 6 to 15 mph. These average travel speeds take into account free-flow travel times and intersection related delay. Overall the travel times and speeds indicate congestion along both corridors during the weekday AM and PM peak hours.

Table 3
Existing Weekday Peak Hour James Street/E Cherry Street Travel Time Analysis

| Segment | Direction | Field Data | | Uncalibrated Traffic Model (Synchro) | | Calculated Adjustment Factor ¹ | |
|--|-----------|---------------------------------|---------------------|--------------------------------------|---------------------|---|---------------|
| | | Travel Time (m:ss) ² | Average Speed (mph) | Travel Time (m:ss) ² | Average Speed (mph) | Travel Time | Average Speed |
| AM Peak Hour | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:17 | 6.9 | 01:56 | 15.0 | 2.23 | 0.46 |
| | WB | 03:31 | 8.8 | 02:48 | 10.3 | 1.26 | 0.85 |
| E Cherry Street (Broadway to 18th Ave) | EB | 05:22 | 9.8 | 02:43 | 12.6 | 1.98 | 0.78 |
| | WB | 03:01 | 12.0 | 02:36 | 13.1 | 1.16 | 0.91 |
| PM Peak Hour | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:03 | 7.4 | 02:02 | 14.2 | 1.99 | 0.52 |
| | WB | 05:40 | 6.2 | 02:31 | 11.5 | 2.25 | 0.54 |
| E Cherry Street (Broadway to 18th Ave) | EB | 02:29 | 14.5 | 02:53 | 11.9 | 0.86 | 1.21 |
| | WB | 02:43 | 13.0 | 02:21 | 14.5 | 1.16 | 0.90 |

1. The adjustment factor is based on the field data divided by the traffic model results and is being used to help calibrate the traffic model future condition travel times and speeds to existing conditions and account for operational impacts from vehicle queuing, mid-block pedestrian crossing, on-street parking maneuvers, etc. not reflected in the Synchro delay calculations. The future travel times from the Synchro model are multiplied by the adjustment factor to determine future travel times calibrated to field conditions.

2. m:ss = minutes and seconds

3.7 Traffic Safety

Records of reported collisions were obtained from SDOT for the three-year period between January 1, 2010, and December 31, 2012. A summary of the total and average annual reported accidents at each study intersection is provided in **Table 4**. The City of Seattle has adopted criteria for assigning high accident location status to signalized intersections with 10 or more reported collisions per year and unsignalized intersections with 5 or more reported collisions per year. Intersections designated as high accident locations are targeted for future safety improvements in an effort to reduce the occurrence of accidents.

Fewer than 5 collisions per year were reported at each of the unsignalized study intersections. At the signalized study area intersection, only the 6th Avenue/James Street intersection had an average more than 10 collisions per year. A review of the collisions at the 6th Avenue/James Street intersection shows the majority of the collisions at this location involved left-turning vehicles along James Street not granting right-of-way to vehicles traveling the opposite direction. These collisions are likely occurring as a result of the high traffic volume and the permitted left-turn phasing on the westbound approach of James Street. Drivers may not be yielding to oncoming eastbound traffic, which is typical of intersections with dual left-turn lanes with higher levels of turning traffic. The left turning collisions at this location could likely be reduced by providing protected left-turn phasing. However, projected left-turn phasing may degrade traffic operations, likely causing more delay that could increase other types of collisions such as rear-end.

Table 4
Three-Year Collision Summary – 2010-2012

| Intersection | Traffic Control | Number of Collisions | | | Total | Annual Average |
|--|-----------------|----------------------|------|------|-------|----------------|
| | | 2010 | 2011 | 2012 | | |
| 1. Broadway/E Pike Street | Signalized | 4 | 2 | 3 | 9 | 3.00 |
| 2. 12th Avenue/E Pike Street | Signalized | 3 | 4 | 6 | 13 | 4.33 |
| 3. Boren Avenue/Madison Street | Signalized | 4 | 5 | 4 | 13 | 4.33 |
| 4. Broadway/Madison Street | Signalized | 5 | 6 | 5 | 16 | 5.33 |
| 5. 12th Avenue/Madison Street | Signalized | 9 | 5 | 11 | 25 | 8.33 |
| 6. 23rd Avenue/Madison Street | Signalized | 6 | 3 | 0 | 9 | 3.00 |
| 7. 23rd Avenue/E Union Street | Signalized | 2 | 3 | 4 | 9 | 3.00 |
| 8. 12th Avenue/E Marion Street | Stop Control | 1 | 2 | 0 | 3 | 1.00 |
| 9. 12th Avenue/E Columbia Street | Signalized | 0 | 1 | 1 | 2 | 0.67 |
| 10. 6th Avenue/Cherry Street | Signalized | 5 | 10 | 7 | 22 | 7.33 |
| 11. 7th Avenue/Cherry Street | Signalized | 2 | 1 | 1 | 4 | 1.33 |
| 12. 6th Avenue/James Street | Signalized | 13 | 8 | 14 | 35 | 11.67 |
| 13. 7th Avenue/James Street | Signalized | 9 | 1 | 4 | 14 | 4.67 |
| 14. Boren Avenue/James Street | Signalized | 2 | 0 | 5 | 7 | 2.33 |
| 15. Broadway/James Street | Signalized | 1 | 4 | 4 | 9 | 3.00 |
| 16. 12th Avenue/E Cherry Street | Signalized | 4 | 3 | 4 | 11 | 3.67 |
| 17. 13th Avenue/E Cherry Street | Stop Control | 2 | 2 | 1 | 5 | 1.67 |
| 18. 14th Avenue/E Cherry Street | Signalized | 3 | 1 | 4 | 8 | 2.67 |
| 19. 15th Avenue/E Cherry Street | Stop Control | 1 | 1 | 0 | 2 | 0.67 |
| 20. 16th Avenue/E Cherry Street | Stop Control | 1 | 0 | 0 | 1 | 0.33 |
| 21. 18th Avenue/E Cherry Street | Signalized | 1 | 0 | 0 | 1 | 0.33 |
| 22. 19th Avenue/E Cherry Street | Stop Control | 0 | 0 | 1 | 1 | 0.33 |
| 23. 20th Avenue/E Cherry Street | Stop Control | 1 | 1 | 2 | 4 | 1.33 |
| 24. 23rd Avenue/E Cherry Street | Signalized | 7 | 5 | 1 | 13 | 4.33 |
| 25. Boren Avenue/E Jefferson Street | Signalized | 2 | 3 | 5 | 10 | 3.33 |
| 26. Broadway/E Jefferson Street | Signalized | 1 | 3 | 3 | 7 | 2.33 |
| 27. 12th Avenue/E Jefferson Street | Signalized | 3 | 3 | 3 | 9 | 3.00 |
| 28. 14th Avenue/E Jefferson Street | Stop Control | 3 | 4 | 4 | 11 | 3.67 |
| 29. 15th Avenue/E Jefferson Street | Stop Control | 4 | 1 | 0 | 5 | 1.67 |
| 30. 16th Avenue/E Jefferson Street | Stop Control | 3 | 0 | 1 | 4 | 1.33 |
| 31. 18th Avenue/E Jefferson Street | Stop Control | 4 | 1 | 2 | 7 | 2.33 |
| 32. 19th Avenue/E Jefferson Street | Stop Control | 1 | 2 | 2 | 5 | 1.67 |
| 33. 20th Avenue/E Jefferson Street | Stop Control | 2 | 1 | 0 | 3 | 1.00 |
| 34. 23rd Avenue/E Jefferson Street | Signalized | 4 | 2 | 5 | 11 | 3.67 |
| 35. Broadway/Boren Avenue | Signalized | 2 | 1 | 2 | 5 | 1.67 |
| 36. 12th Avenue/E Yesler Way | Signalized | 9 | 7 | 3 | 19 | 6.33 |
| 37. 14th Avenue/E Yesler Way | Signalized | 4 | 1 | 2 | 7 | 2.33 |
| 38. 23rd Avenue/E Yesler Way | Signalized | 4 | 2 | 4 | 10 | 3.33 |
| 39. 12th Avenue/Boren Avenue | Signalized | 2 | 1 | 3 | 6 | 2.00 |
| 40. 12th Avenue/S Jackson Street | Signalized | 3 | 5 | 6 | 14 | 4.67 |
| 41. 14th Avenue/Boren Avenue/ Rainier Avenue S/S Jackson Street | Signalized | 5 | 8 | 1 | 14 | 4.67 |

Table 4 (Cont'd)
Three-Year Collision Summary – 2010-2012

| Intersection | Traffic Control | Number of Collisions | | | Total | Annual Average |
|-------------------------------------|-----------------|----------------------|------|------|-------|----------------|
| | | 2010 | 2011 | 2012 | | |
| 42. I-5 NB Ramps/S Dearborn Street | Signalized | 1 | 2 | 0 | 3 | 1.00 |
| 43. Rainier Ave S/S Dearborn Street | Signalized | 6 | 1 | 7 | 14 | 4.67 |

The data were also reviewed for fatalities as well as collisions involving pedestrians or bicyclists. The 7th Avenue/Cherry Street and 16th Avenue/E Jefferson Street intersections both had fatalities. The fatalities at these intersections resulted from a vehicle striking a pedestrian in the crosswalk. At the 16th Avenue/E Jefferson Street intersection, the pedestrian was struck by a southbound left-turning vehicle while crossing the east leg of E Jefferson Street. At the 7th Avenue/Cherry Street intersection, the pedestrian was struck by a northbound through vehicle while crossing the south leg of 7th Avenue. The cause of these accidents does not appear to be related to the design of the intersection as adequate sight distance exists for the vehicle movements. In addition to these two pedestrian fatalities, 33 of the 43 study locations had collisions involving pedestrians and bicyclists. Of the 33 locations, 6 locations averaged more than one collision per year involving a pedestrian or bicyclists. These include:

- 12th Avenue / E Pike Street
- 12th Avenue / Madison Street
- 12th Avenue / E Jefferson Street
- 12th Avenue / S Jackson Street
- 23rd Avenue / E Jefferson Street
- 23rd Avenue / E Yesler Way

Within the immediate vicinity of the campus, the frequency of collisions is higher along E Jefferson Street than along E Cherry Street. Along E Cherry Street from 14th Avenue to 18th Avenue there were a total of 12 collisions over the three-year period. Six of the 12 collisions resulted in an injury and the remaining resulted in property damage only. The most common collision type along E Cherry Street from 14th Avenue to 18th Avenue was related to vehicles turning into the traffic stream. Two of the collisions involved pedestrians or bicyclists. Along E Jefferson Street from 14th Avenue to 18th Avenue there were a total of 27 collisions. Fourteen of the 27 collisions resulted in an injury and one collision resulted in a fatality as previously discussed. Four collisions involved a pedestrian or a bicyclist. Similar to E Cherry Street, the most common collision type were related to vehicles turning into the traffic stream. The cause of these types of collisions is due to the unsignalized control at the majority of the intersections and limited sight distance due to on-street parking along both corridors.

SDOT annually reviews the previous year's collisions within the City and creates a list of "high collision locations" (HCL) that are monitored or reviewed in the next year. The review screens the previous year (in this case 2013) collision for signalized intersections with 10 or more collisions in a year, unsignalized intersections with 5 or more collisions, and locations with 5 or more pedestrian or bike collisions. Within the study area, the 2014 review includes the 6th Avenue/James Street and 6th Avenue/Cherry Street signalized intersections. HCLs with

pedestrian or bike related collisions in the study area 2014 included Broadway/E Pike Street (pedestrians), 12th Avenue /E Jefferson Street (bikes), and 12th Avenue/E Pike Street (bikes).

3.8 Parking

Designated parking for the Swedish Cherry Hill campus is provided through off-street facilities. There is also on-street parking within the neighborhood surrounding the campus, which may be used by visitors and staff. The nature of the on-street parking includes unrestricted areas, restricted (time limited), restricted parking zones (RPZ), and paid parking. The following describes the existing parking supply and utilization in the vicinity of the Swedish Cherry Hill campus. The parking demand associated with the Swedish campus is also discussed.

Supply

This section describes the off- and on-street parking supply subject to use by Swedish.

Off-Street. There are several off-street facilities in the vicinity of the Swedish Cherry Hill campus that are operated by Swedish or Sabey. There are also some smaller public parking facilities along 14th Avenue. This evaluation of off-street parking focuses on the on-campus facilities, which are most proximate for employee and patient use and have capacity to accommodate (see utilization discussion below).

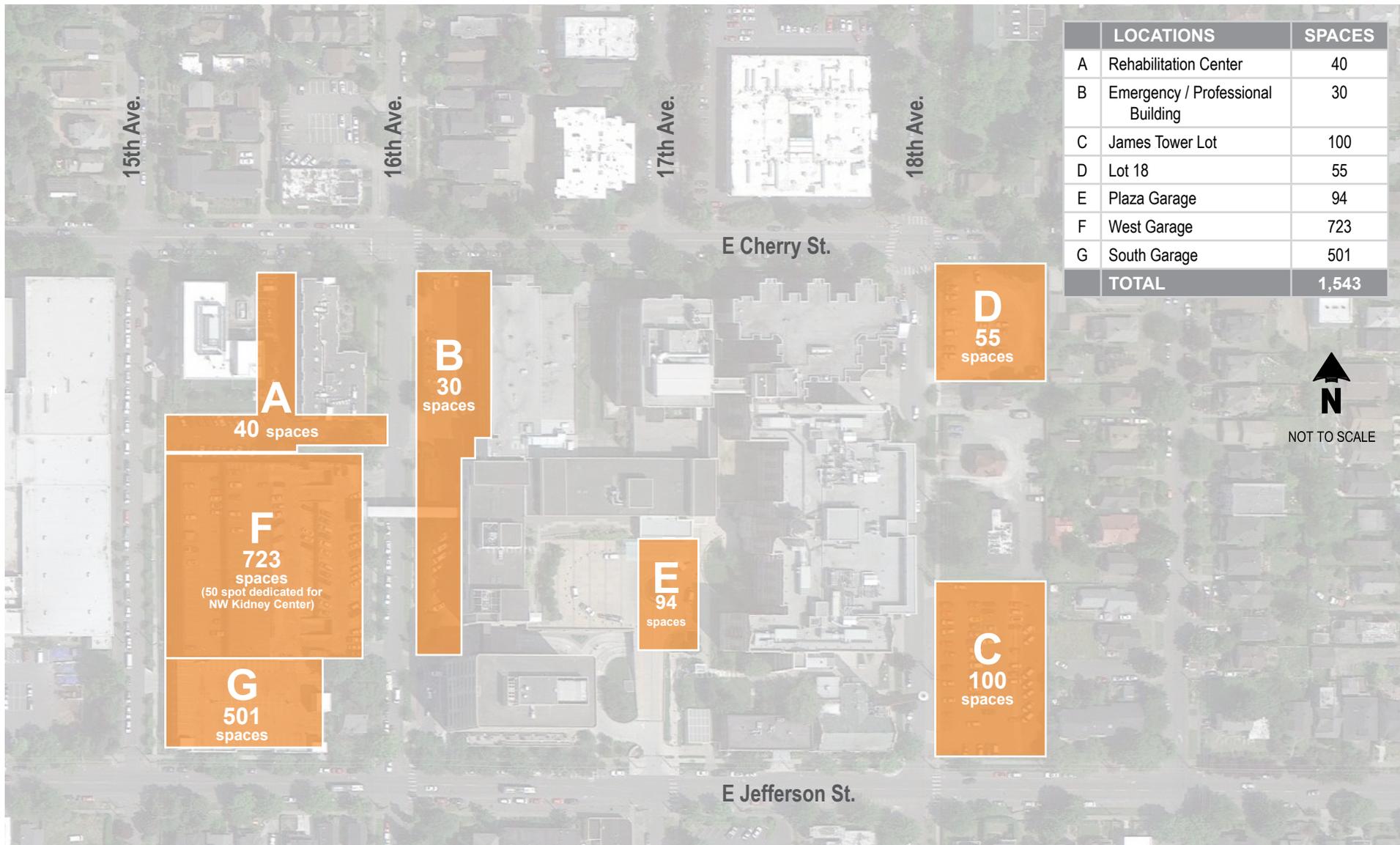
Figure 10 shows the existing parking facilities associated with Swedish Cherry Hill. The overall parking supply is approximately 1,510 parking spaces with 1,293 garage spaces and 217 surface spaces. All of the off-street parking is paid parking whether through monthly permits, leasing, or hourly/daily pay by use. Generally, parking is unreserved and open for both staff and patient parking. The parking facilities include:

- Surface Lot (Northeast Corner of E Jefferson Street/18th Avenue) – This gravel parking lot can accommodate approximately 100 vehicles and is designed for LabCorp employees.
- Surface Lot (Southeast Corner of E Cherry Street/18th Avenue) – This parking lot has 55 reserved parking spaces for staff.
- 15th/16th Garage – This parking garage has 1,197 spaces with 50 of the spaces secured and reserved for the Northwest Kidney Center. In addition, there are some reserved parking spaces for physicians and staff.
- Rehabilitation Center – This surface parking lot has 35 parking spaces that are dedicated to the rehabilitation center.
- Emergency Department Lot – This surface parking lot has 27 parking spaces that are designated for the emergency department.
- Plaza Garage – This parking garage has 96 spaces and is generally patient parking.

On-Street. The on-street parking study area incorporates all the RPZ blocks in the vicinity as well as parking within 1,000-feet or an approximate five minute walk of the campus. This study area represents the on-street parking most likely impacted by the MIMP.

Figure 11 illustrates the on-street parking surrounding Swedish Cherry Hill. The majority of the neighborhood surrounding the campus is part of a residential permit zone (RPZ), which restricts

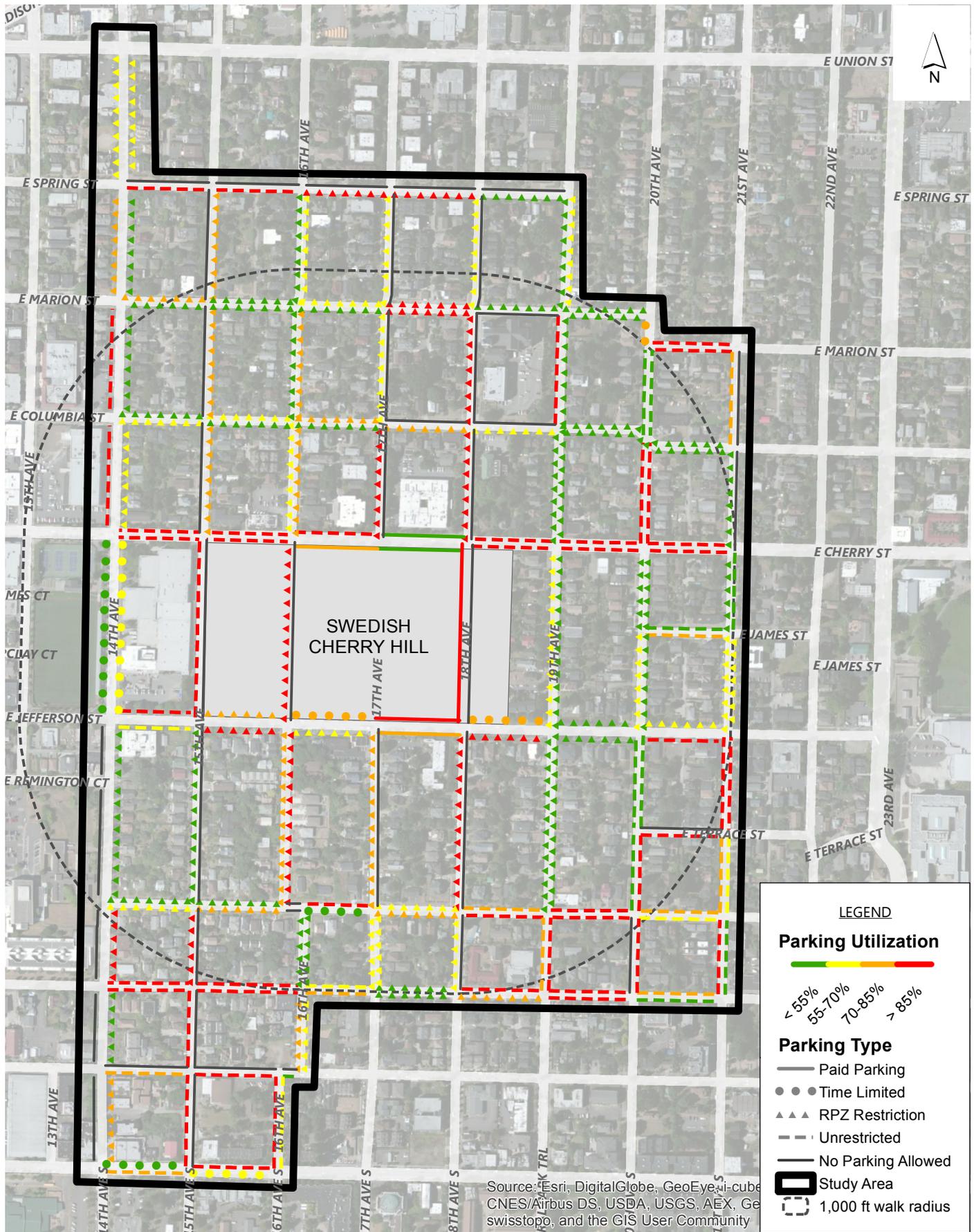
on-street parking to a two-hour time limit unless the vehicle has a residential permit. On the streets adjacent to the campus, there is paid parking along E Jefferson Street between 17th and 18th Avenues, 18th Avenue between E Cherry and E Jefferson Streets, and E Cherry Street between 16th and 17th Avenues on the south side and 17th and 18th Avenues on both sides. There is also two-hour time limited parking, which is not part of the RPZ, on the north side of E Jefferson Street between 16th and 17th Avenues and 18th and 19th Avenues as well as on both sides of 14th Avenue between E Jefferson and E Cherry Streets.



Existing Off-Street Swedish Parking Facilities

Swedish Cherry Hill MIMP

Q:\Projects\11\11244.00 Swedish Providence Cherry Hill Campus\Graphics\Figures\11244 Fig 10 Swedish Existing Parking.pdf



Existing On-Street Parking Supply and Utilization

FIGURE 11

Utilization and Demand

Hourly data was collected in September 2013 and February 2014 to evaluate the parking utilization for the Swedish off-street parking facilities as well as identify the amount of campus related parking was occurring on the neighborhood street surrounding the campus. The results of the parking study showed that the peak Swedish parking demand in the study area occurred at 10:00 AM. The following provides additional information regarding the off-street and on-street parking utilization.

Off-Street. As discussed previously, there are 1,510 off-street parking spaces for the campus. The off-street facilities during the campus peak (10:00 a.m.) had an occupancy of 716 vehicles or 47 percent of the total off-street parking supply. The smaller public parking facilities (Plaza Garage, Rehabilitation Center, E Cherry Street/18th Avenue surface lot, and Northwest Kidney Center parking) had the highest utilization ranging from 82 to 100 percent. Both the Rehabilitation and Northwest Kidney Center parking have free parking for patients/visitors of those uses, which likely contributes to the high utilization. The least utilized parking lot was LabCorp, which is restricted to LabCorp employees and could be underutilized due to employee alternative mode use. The peak parking demand of the 16th Avenue garage during the observation period was approximately 40 percent.

On-Street. Figure 11 illustrates the parking utilization by block for the on-street study area. As shown on the figure, the blocks immediately adjacent to campus are generally highly utilized with 10:00 AM occupancies of approximately 70 percent or higher; this reflects less than two spaces available per block. One block north and south of the campus along 16th, 17th, and 18th Avenues utilizations are also high with limited availability. Further from the campus, along 15th and 19th Avenues, observed utilizations are less than 70 percent. There is one block adjacent to the campus along E Cherry Street between 17th and 18th Avenues, which has a utilization of less than 55 percent; this is a paid parking block. Overall the data shows a peak utilization of approximately 75 percent and approximately 160 spaces available within one to two blocks of the campus. Campus parking peaks at 10:00 AM. A review of the SDOT 2014 Annual Parking data shows that in the paid parking areas near the campus, 73 percent of the vehicles parked at 10:00 AM have disabled parking placards. Outside the paid parking area, four percent of the vehicles parked at 10:00 AM have disabled parking placards.

This data as well as field observations indicate the Swedish off-street parking facilities are generally not full, while on-street parking utilization in the adjacent neighborhoods and in the paid and unrestricted parking areas is high.

Existing Demand. The off- and on-street parking data collected in February 2014 was used to estimate the parking demand associated with Swedish Cherry Hill. While the off-street parking demands can be reliably associated with the Swedish Cherry Hill campus, the level of parking in the neighborhood associated with Swedish is more difficult to assign. The on-street parking demand was estimated through observations of pedestrians entering and exiting the Swedish campus to and from the neighborhood streets. Data collectors were stationed around the campus to count pedestrians to and from the neighborhood. The data collection excluded pedestrians to

and from the parking garages, lots, and bus stop and identified pedestrians walking together from the neighborhood as carpools.

Some pedestrians counted as part of the on-street parking data collection effort were likely affiliated with walking trips to the campus and not related parking in the neighborhoods. The Swedish campus CTR surveys indicate 4.5 percent or approximately 105 employees walk to work. These walking trips would be coming from the neighborhood. It is unknown if all of these employees walked to work during the count day; however, to account for some level of walking, the parking counts associated with the on-street parking were reduced by 50 vehicles assuming approximately 30 percent of the employees observed walked to work².

Based on the on-street and off-street parking counts, the existing parking demand for the campus is estimated at approximately 1,093. This peak occurs at 10:00 a.m. with 716 vehicles parked off-street and 377 vehicles identified as parking on-street. There are 82 paid and time limited or unrestricted parking spaces adjacent to the campus. These spaces are not directly fronting residential development and are not designated as RPZ. The data collection showed that 59 vehicles were parked in these spaces at 10:00 a.m., which indicates 318 vehicles likely parking on streets surrounding the campus.

Compared to the existing off-street parking supply of 1,510, the existing parking demand of 1,093 vehicles could be fully accommodated within the off-street parking facilities. As previously noted, the 16th Avenue garage parking structure had a peak utilization of approximately 40 percent resulting in approximately 700 available parking stalls. Swedish continues to monitor the pricing structure of the parking garages. The garages are operated pursuant to the current TMP. The pricing structure is intended to promote the use of alternative travel modes, which can have an unintended consequence of parking spillover in the surrounding neighborhood.

² Approximately 165 employees were observed.

4 Impacts of Alternative 1 No Build

This section describes the future traffic conditions for the years 2023 and 2040 without the approval of the Master Plan and no further expansion of the campus. For Alternative 1, No Build, no expansion of the campus is assumed, thus employee population, and patient population is assumed to be consistent with existing levels. As discussed in the previous section, the adopted SOV goal is 50 percent and the campus is achieving 56 percent based on the CTR survey. The evaluation of No Build conditions assumes achievement of the 50 percent SOV rate by 2023 and 2040; therefore, the overall campus trip generation and parking demand is assumed to be less than under existing conditions. In addition, while some growth/change in staffing is possible without Master Plan approval, an assumption of no increase in staff provides a conservatively low baseline condition against which the impacts of the build alternatives can be measured. The impacts of additional growth in patient activity or employment are addressed within Sections 5 and 6 (Impacts of Alternative 8 and Impacts of Alternatives 11 and 12).

The evaluation of future conditions reflect increases in traffic attributed to known, and approved, developments in the area as well as modifications to the street system to reflect planned transportation improvement projects.

4.1 Street System

A review of local and regional capital improvement programs and long-range transportation plans was conducted to determine planned funded and unfunded transportation projects that would impact the transportation network within the defined study area. The review included, but was not limited to, transportation plans from the Washington State Department of Transportation (WSDOT), City of Seattle, and King County. Some of the key planning documents reviewed for the City of Seattle include the *Seattle Bicycle Master Plan* (April 2014), *City Seattle Department of Transportation Transit Master Plan* (April 2012), *First Hill Streetcar Transportation Technical Report* (August 27, 2010), and *Seattle Pedestrian Master Plan* (2009).

Table 5 provides a summary of key planned transportation projects in the study area and identifies how these transportation projects were incorporated into the Alternative 1 No Build 2023 and 2040 evaluations. As is shown in **Table 5**, the primary projects that have been identified focus on pedestrian and bicycle transportation and public transit. Most of the major street system projects impacting vehicular movements would be completed by 2023. Following the table is a more detailed discussion on how specific transportation projects impact the study area.

Table 5
Transportation Improvement Projects

| Project Description | Responsible Agency | Expected Completion Date | Funded? ¹ | Assumed in Analysis? ² | | |
|---|---------------------------|--|----------------------|-----------------------------------|------|---|
| | | | | 2023 | 2040 | |
| First Hill Streetcar: Two-mile streetcar line serving Capitol Hill, First Hill and International District with connections to Link Light Rail, Sounder commuter rail and bus service. | SDOT | 2014 | Yes | ✓ | ✓ | |
| Link Light Rail: Extension of the regional light rail system. All segments are funded in ST2, but the year of completion may vary depending on revenue available to fund construction. The segments include: | Sound Transit | North—University District and Capitol Hill | 2016 | Yes | ✓ | ✓ |
| North—Northgate | | 2021 | Yes | ✓ | ✓ | |
| North—Lynnwood | | 2023 | Yes | ✓ | ✓ | |
| East—Bellevue and Redmond | | 2023 | Yes | ✓ | ✓ | |
| South—Extension to S. 200th Street | | 2016 | Yes | ✓ | ✓ | |
| South—Extension to Kent-Des Moines Road | | 2023 | Yes | ✓ | ✓ | |
| 23rd Avenue Transit Priority Corridor Improvement: 23rd Avenue Urban Village Transit Network (UVTN) Corridor from John to Jackson Streets | SDOT | 2013 | Yes | ✓ | ✓ | |
| Madison High Capacity Transit (HCT): Electric trolley buses (ETBs) serving First Hill, the Central Area, and downtown Seattle with connections to the First Hill Streetcar, ferry service at the Colman Dock Ferry Terminal, and bus service. This is currently in the study phase. | SDOT | Unknown | Partial | | | |
| SR 520 Bridge Replacement: Construction of a new SR 520 floating bridge with two general purpose lanes and one HOV / transit lane per direction. Transit and non-motorized transportation projects between SR 202 and I-5. The eastside and floating bridge segments are funded. The west side projects in the Montlake Interchange vicinity are not funded. | WSDOT | 2015 | Partial | ✓ | ✓ | |
| Electric Trolleybus Fleet Replacement: King County Metro Transit will replace its fleet of 159 trolleybus with modern low-floor vehicles providing more capacity on these routes | King County Metro Transit | 2015 | Yes | ✓ | ✓ | |
| 23rd Avenue Corridor Neighborhood Greenway: Creation of a neighborhood greenway between Roanoke Street and Rainer Avenue along either 21st or 22nd Avenues including pavement markings, improved crossings, way-finding, traffic calming and signage. | SDOT | Phase 1: 2014 | Partial | ✓ | ✓ | |

1. "Yes" means the project is fully funded for construction, "partial" means the project has some, but not complete funding for construction, and "no" means the project does not have any construction funding.
2. A check indicates that the project was assumed in the analysis related to the horizon year.

Planned projects assumed in the 2023 and 2040 analyses are described in more detail below:

- **First Hill Streetcar:** The project is a new streetcar line along S. Jackson Street, 14th Avenue, Yesler Way, and Broadway connecting Capitol Hill to Pioneer Square. The line will operate 7 days a week with 10-minute headways during the weekday peak commute hours and 15-minute headways during other periods. Service is anticipated by spring of 2014 with more than 3,000 trips per day expected. This project also includes installing a two-way cycle track along Broadway between Yesler Way and Denny Way, a portion of which recently opened to cyclists. Modifications to intersections along the route are required. Adjustments in intersection geometry and signal operations have been incorporated into this analysis where appropriate.
- **Link Light Rail:** The regional light rail system is anticipated to extend beyond Seattle by 2023 with five extensions planned:
 - **North Link Light Rail – University:** This extension will connect the UW and Capitol Hill neighborhood to downtown Seattle via the Westlake Station. The project includes two stations; one near Seattle Central Community College on Capitol Hill and one near Husky Stadium. Construction is underway and service is anticipated in 2016.
 - **Northgate (North):** The light rail will extend between the University extension and Northgate. The three locations where stations are planned are the U-District near NE 45th Street and Brooklyn Avenue NE, Roosevelt High School near 12th Avenue NE and NE 65th Street, and Northgate Mall / Transit Center near NE 103rd Street. This project is under construction and service is expected in 2021.
 - **Lynnwood (North):** This segment will connect from the northern point of the Northgate extension and terminate in Lynnwood. Several stations are planned along the route at NE 130th / 145th / 155th Street in Seattle / Shoreline, NE 185th Street in Shoreline, 236th Street SW in Mountlake Terrace, and 200th Street SW in Lynnwood which follows the I-5 corridor. Construction would begin in 2018 with service expected to begin in 2023.
 - **East –** This extension will link Bellevue and Mercer Island to the International District / Chinatown Station in Seattle. Several stations are planned along the route: Rainier Avenue S.; Mercer Island; South Bellevue, East Main, Bellevue Transit Center, Overlake Hospital, 120th Avenue NE, and 130th Avenue NE in Bellevue; and Overlake Village and Overlake Transit Center in Redmond. Construction is expected to begin in 2015 with service in 2023.
 - **South Link Light Rail – S. 200th Extension:** This extension will add one additional station and a new park-and-ride facility to the system south of SeaTac Airport. The project is scheduled to open for service in 2016.
 - **South –** This segment would extend from S. 200th Street in SeaTac to add one additional station at Kent-Des Moines Road in the vicinity of Highline Community College. The project is anticipated to open for service in 2023.

- **23rd Avenue Transit Priority Corridor Improvement:** This project provides a dedicated transit-only lane in both directions along 23rd Avenue between John and Jackson Streets. As a result of the project, 23rd Avenue will become a three-lane roadway with a two-way center left-turn lane.
- **Madison High Capacity Transit (HCT):** This creates a bus rapid transit corridor along Madison Street using electronic trolley buses (ETBs). The HCT would serve First Hill and downtown Seattle with connections to the First Hill Streetcar, Colman Dock Ferry Terminal, and bus service. This project is in the study phase only and no plans have been developed.
- **23rd Avenue Corridor Neighborhood Greenway:** 23rd Avenue is a heavily travelled transportation corridor. SDOT plans to install a neighborhood greenway near this busy arterial to provide a more comfortable pedestrian and bicycle transportation environment. This project would create a neighborhood greenway between Roanoke Street and Rainer Avenue along either 21st or 22nd Avenues. Features of the greenway could include pavement markings, improved crossings, way-finding, traffic calming and signage. The planning process is underway for this project and it is anticipated that Phase 1 would be implemented in 2014 providing a greenway between S Jackson Street and E John Street.

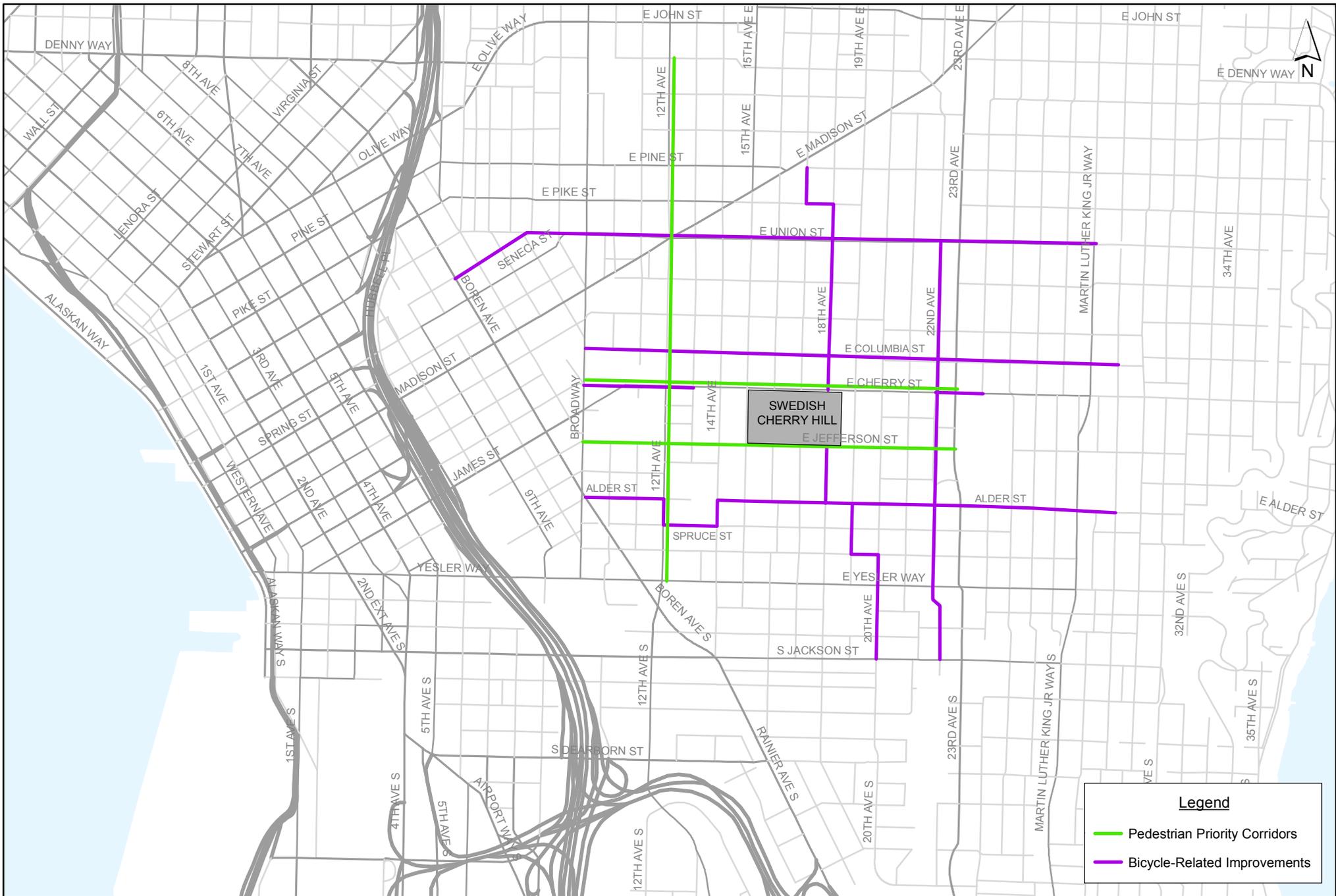
4.2 Campus Access and Service Vehicle Loading

General vehicular and truck access and circulation patterns to and from the Swedish Cherry Hill campus would not change under No Build conditions. In addition, it is anticipated that the number of service deliveries would remain consistent with existing conditions. With growth in traffic along E Cherry Street and E Jefferson Street, access to the off-street parking facilities and loading areas along 16th Avenue and 18th Avenue would become more challenging as vehicle delays on the minor street approaches increase.

4.3 Pedestrian and Bicycle Transportation

By 2023 and 2040, with the reduced SOV percent, there could be some increase in walking and biking to campus as employees shift from driving alone to other modes.

Figure 12 illustrates the long-range pedestrian and bicycle improvements outlined in the *Seattle Pedestrian Master Plan* and *2014 Council Adopted Bicycle Master Plan*. There are some planned pedestrian or bicycle improvements in the immediate vicinity of Swedish Cherry Hill. There are also a number of transit improvements and development projects within the larger study area and as these occur it is likely that pedestrian facilities (i.e. sidewalks) along the frontages of the development projects would be improved where deficient. More information on the location of these development projects is described in section 4.5. Key planned improvements in the study area include:



Seattle Pedestrian and Bicycle Planned Improvements

Swedish Cherry Hill MIMP

Q:\Projects\11\11244.00 Swedish Providence Cherry Hill Campus\GIS\MXD\Fig 12_Planned Bike and Ped Improvements.mxd

FIGURE



12

- **13th Avenue / Cherry Street Crosswalk:** A new marked crosswalk would be provided at this intersection.
- **18th Avenue Neighborhood Greenway:** The 2014 Council Adopted Bicycle Master Plan includes a neighborhood greenway along 18th Avenue including the area adjacent to the campus. Neighborhood greenways are located along roadways with low traffic volumes and speeds. The SDOT Neighborhood Greenway Work Plan, July 2014 indicates study related to the 18th Avenue greenway would occur in 2016. The typical cross-section for a neighborhood greenway provides sharrows within the center of the street indicating a shared bicycle/auto travel way, speed humps to slow vehicles, and sidewalks on both sides.
- **First Hill Streetcar:** Existing sidewalks will be maintained as part of this project; however, crosswalk enhancements will be added to provide connections to the streetcar including five signalized pedestrian crossings along Broadway, E Yesler Way, and S Jackson Street and improve pedestrian curb ramps along the route to comply with Americans with Disability Act (ADA) requirements. In addition, bicycle facilities are being upgraded along the entire streetcar route including changing sharrows to bicycle lanes along 14th Avenue S and E Yesler Way and adding a two-way cycle track along Broadway. Bicycle boxes would also be provided at intersection providing a designated area for bicycles to wait at traffic signals.
- **23rd Avenue Corridor Neighborhood Greenway:** As discussed previously, this project would create a greenway on either 21st or 22nd Avenues. Features of the greenway could include pavement markings, improved crossings, way-finding, traffic calming and signage. The planning process is underway for this project and it is anticipated that Phase 1 would be implemented in 2014 providing a greenway between S Jackson Street and E John Street.

Along with these specific improvements in the study area, the Bicycle Master Plan identifies neighborhood greenways along 22nd Avenue E between S Jackson Street and north of E Union Street, E Columbia Street between Broadway and 29th Avenue, and E Alder Street/Spruce Street Broadway to 31st Avenue, bike lanes or cycle tracks along Union Street Broadway to Martin Luther King Way, E Cherry Street between 22nd Avenue and 24th Avenue, and a neighborhood greenway or bike lane along E Cherry Street between Broadway and 13th Avenue. The City's Pedestrian Master Plan also identifies high priority areas for making pedestrian improvements. Priority corridors within the study area are Cherry Street between Broadway and 23rd Avenue, 12th Avenue between Yesler Way and E Denny Way, and E Jefferson Street between Broadway and 23rd Avenue.

4.4 Transit/Shuttle Services

The No Build evaluation assumes a 50 percent SOV rate and a 5 percent increase in transit use as a result of employees shifting from single occupancy vehicles to alternative modes. It is assumed transit use by Swedish employees would increase by five percent in both 2023 and 2040 for the No Build conditions. In addition, it is assumed that general ridership (i.e., non-Swedish employee ridership) would increase by one percent per year.

As described in the Street System section, there are number of transit improvements within the study area including the First Hill Streetcar, the Link Light Rail, 23rd Avenue UVTN corridor, and the electronic trolleybus fleet replacement. As discussed in the Affected Environment, service cuts and changes to bus service are anticipated in late 2014. For the bus routes directly serving Swedish Cherry Hill at E Jefferson Street, the following services changes are anticipated and are accounted for in the capacity calculations³:

- **Route 3** – Frequency would be doubled changing from the existing 20-minute headways to 10-minute headways during the weekday AM and PM peak periods and service would be extended to Seattle Pacific University. The intention of increasing transit frequency along this route is to provide additional capacity for riders who are currently served by Route 4.
- **Routes 4 and 211** – These routes would be eliminated.
- **Route 64** – Service would be reduced by two morning trips and two afternoon trips.
- **Route 193** – The part of the route that serves Tukwila Park-and-Ride would be eliminated and service would be revised to connect to north part of downtown Seattle. Afternoon service would be reduced by one trip.

Route 27 is planned to be eliminated but was not included in the capacity calculations, only routes that serve along Jefferson Street were included in the capacity calculations. Similarly, Route 84 will be eliminated but was not included in the capacity calculations as it does not serve during the peak hours.

The bus service at the Swedish E Jefferson Street stops were evaluated consistent with the methodology described in the Affected Environment. Instead of a route by route analysis, the total capacity and ridership at the Swedish campus E Jefferson Street bus stops are evaluated since it is difficult to predict exactly, which routes future riders would use.

The evaluation of No Build 2023 and 2040 bus transit takes into consideration the changes in capacity due to the service modifications identified above. In addition, by 2023 and 2040, No Build ridership is anticipated to increase. General ridership was assumed to increase by one percent per year based on annual growth in King County Metro transit boardings between 2009 and 2012. A five percent increase in Swedish employee transit use was also assumed due to the mode shift with the achievement of a 50 percent SOV rate. A portion of Swedish transit riders could be using other transit modes such as rail, ferry, or connecting with bus service at a different location; however, the evaluation conservatively assumes that all of the increase in transit would use bus service. The analysis also assumes that riders of the routes that could be eliminated would shift to one of the remaining routes serving the Swedish campus.

Figures 13 and 14 provide a comparison of existing and No Build passenger loads and remaining capacity during the weekday AM and PM peak periods. As shown in the figures, even

³ Summary of Proposed Service Reductions, King County Metro Transit, <http://metro.kingcounty.gov/am/future/PDFs/changes/service-reduction-summary.pdf>, Accessed: February 13, 2014. Alternative route options for eliminated routes are available from King County Metro Transit.

with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service.

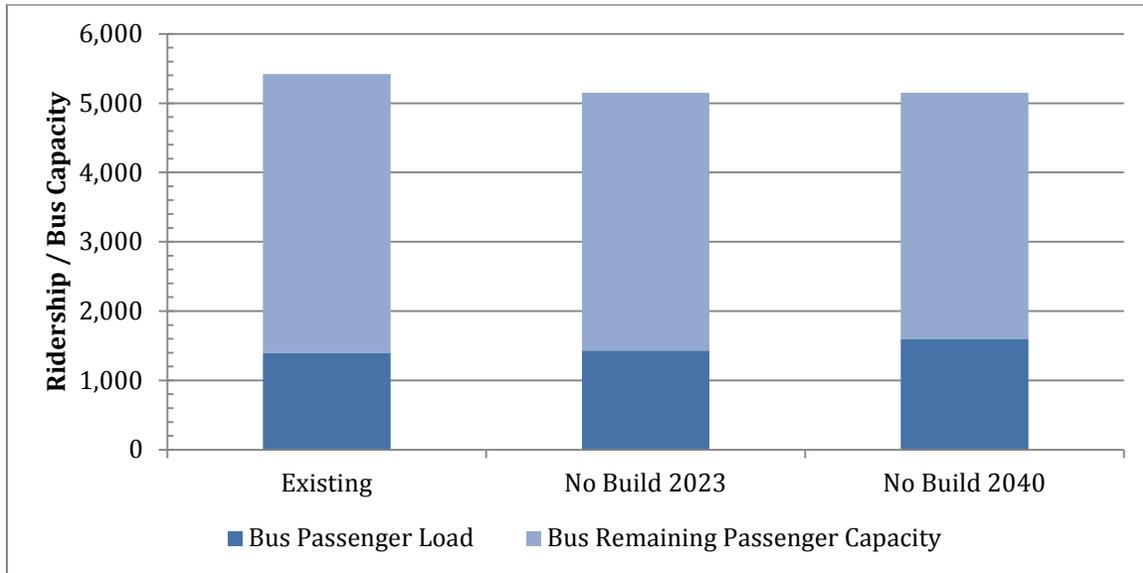


Figure 13 Comparison of Existing and No Build Weekday AM Peak Period Bus Transit Capacity and Ridership

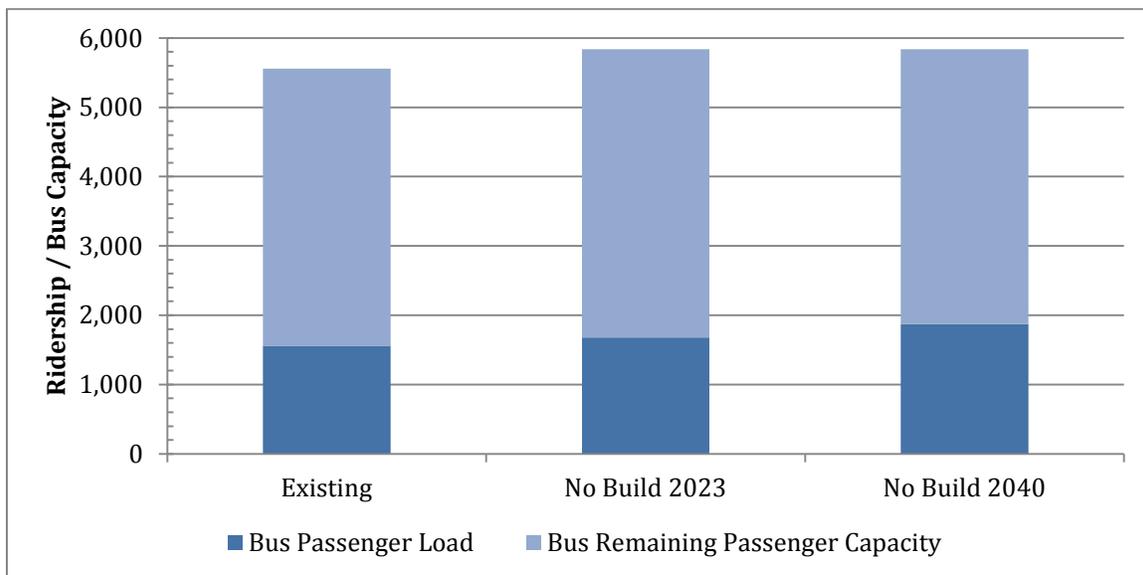


Figure 14 Comparison of Existing and No Build Weekday PM Peak Period Transit Capacity and Ridership

4.5 Traffic Volumes

The following provides a summary of the methodology used to forecast the future No Build 2023 and 2040 traffic volumes. This includes a review of Swedish’s No Build trip generation with the

reduction in SOV from 56⁴ to 50 percent between existing and No Build conditions. No Build forecast volumes were developed by adjusting background traffic volumes to account for the reduction in Swedish related traffic with the achievement of the 50 percent SOV rate. The following describes the Swedish trip generation and background forecast methodologies.

4.5.1 Swedish Trip Generation Estimates

The method for forecasting the reduction in trips for No Build is consistent with the approach used for other Hospital MIMPs in the City of Seattle. The following provides a detailed description of the methodology and key assumptions.

Trip generation for use in transportation impact analyses are typically estimated based on either building area or employees. Based on previous experiences with similar projects in the City of Seattle, forecasted total on-site persons (employees, patients, and visitors) provide the basis for estimating trip generation. While the Institute of Transportation Engineers' *Trip Generation Manual* contains information on hospital uses, a more robust trip generation model developed based on population totals and local model split data is recommended. Weekday daily, AM peak hour, and PM peak hour trip generation associated with No Build were estimated based on anticipated Swedish Cherry Hill mode splits. The process of determining trip generation included first creating an existing trip generation model and then using that model to determine No Build trip generation with the 50 percent SOV rate.

The existing trip generation process takes the Swedish Cherry Hill average weekday population and applies travel model split data to determine the number of people that are driving, using transit, biking, walking, and using other modes to and from the campus. The result of applying mode splits to the population gives the number of person trips by mode for the day. Daily vehicle trips are determined by applying average vehicle occupancy (AVO) to the SOV, carpool, and vanpool person trips. Peak hour vehicle trips are determined by multiplying daily vehicle trips by the percent that would occur during the weekday AM and PM peak hours. Consideration was also given to the potential for people making multiple trips in one day; there is likely only a small amount of the population making multiple trips because staff lunch breaks are typically 30-minutes, there are limited restaurant and retail opportunities nearby, and the parking garages do not allow in/out privileges. To account for persons making multiple trips, the SOV trips were increased by five percent.

The following describes assumptions used in development of the trip generation model.

Existing Trip Model

A trip generation model was created based on existing campus population (i.e., employees and patients), mode splits, and percent of daily trips occurring during the peak hours. The current daily campus population was based on 2012/2013 data consistent with the Swedish Cherry Hill needs study and the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan*, May 2014. Swedish was subdivided based on the uses on the campus: hospital, clinics/research, education, hotel, long-term care, and other support services. Mode splits and AVO are applied to the population and daily vehicle trips are determined. The percent of vehicle

⁴ The 56 percent is based on the Commute Trip Reduction (CTR) surveys completed by the campus.

trips occurring during the peak hours is applied to the daily trips to determine peak hour vehicle trips. **Figure 15** below illustrates the existing condition trip generation process.

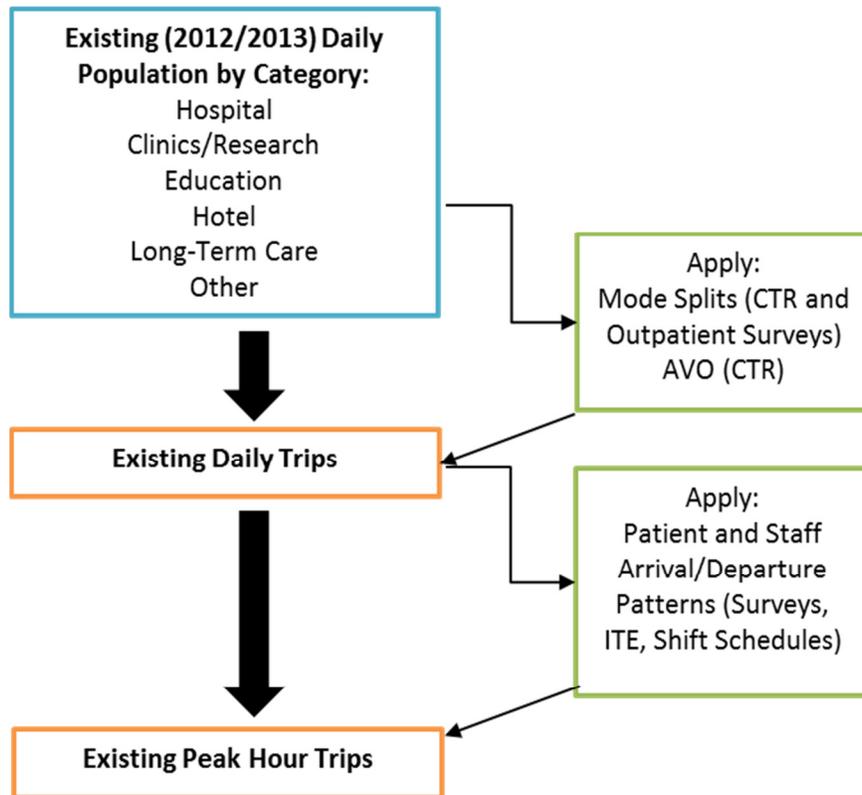


Figure 15 Existing Trip Generation Modeling Process

Key assumptions for the existing trip generation model include:

- **Population:** Trip generation was developed based on population groups (patients, doctors, and staff). The numbers of existing employees and patients were based on 2012/2013 data consistent with the Swedish Cherry Hill needs study and the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan*, May 2014.
- **Travel Modes:** The mode share for each population group was based on a number of different sources. The source of this information for each population group is noted below.
 - **Other Staff / General Employees:** Average mode splits for all employees from the LabCorp, Swedish Medical Center, and Sabey most recent Commute Trip Reduction (CTR) survey
 - **Clinic Outpatient / Visitors:** Field surveys conducted at the clinics within the Jefferson and James Towers
 - **Inpatients / Class Attendees / Hotel Staff / Long-Term Care Staff / Patients:** No data is available. It was assumed that 95 percent of the trips were drive alone

- **Hospital Outpatient / Emergency Department Visits:** No data is available. It was assumed that all trips were driving
- **Doctors:** Based on coordination with Swedish transportation services, it was assumed that 90 percent of all Swedish doctors drive alone to campus
- **Percent Daily Traffic Occurring During Peak Hours:** For each population group, it was determined what percent of daily traffic would occur on the Swedish Cherry Hill campus during the peak hours. This was based on inbound and outbound garage flows, shift times, facility operations, clinic patient surveys, and ITE *Trip Generation*, 9th Edition for medical office (#710), nursing home (#620), and hotel (#310) land uses.

Attachment C-4 provides the detailed trip generation model for existing conditions.

No Build Trip Generation

The No Build 2023 and 2040 conditions assume the campus population would remain consistent with existing levels and the SOV rate would decrease to 50 percent. The percent of trips occurring during the peak hours and vehicle occupancy are assumed to be the same as existing conditions.

Figure 16 below illustrates the process used to estimate the No Build trip generation for the Swedish Cherry Hill MIMP.

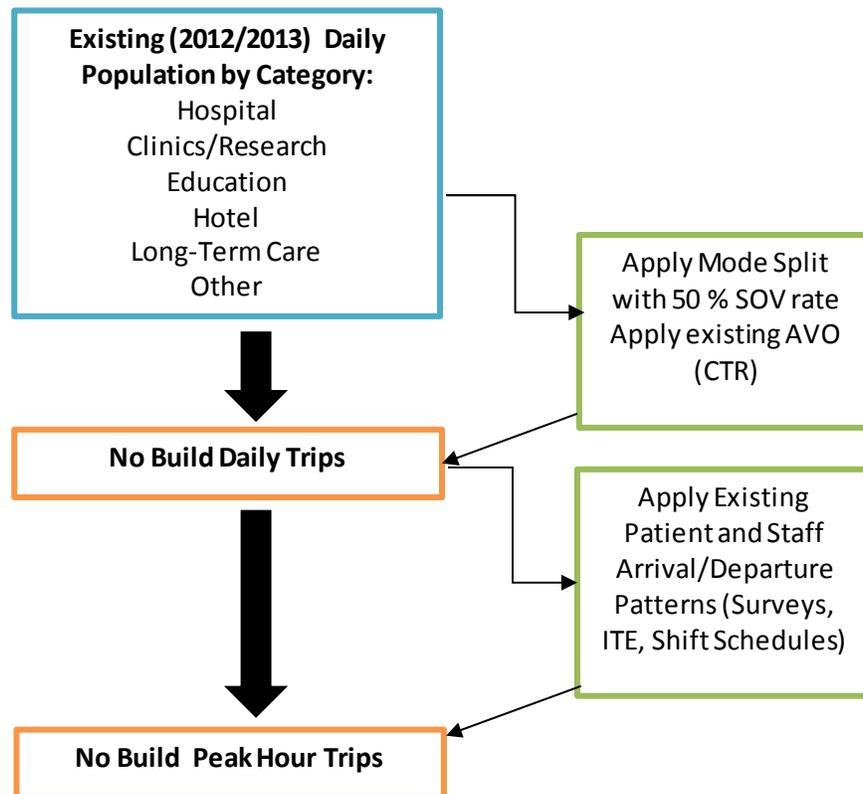


Figure 16 No Build Trip Generation Process

Table 6 summarizes the trip generation for the existing and No Build conditions. **Attachment C-4** provides the detailed trip generation model. As shown in the table, based on the model and assuming the 50 percent SOV rate, the Swedish Cherry Hill campus would generate less traffic than existing conditions with 424 less daily trips, 27 less AM peak hour trips and 57 less PM peak hour trips under No Build conditions.

Table 6
Summary of Swedish Cherry Hill Trip Generation – Existing and No Build

| Scenario | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|----------------------|-------------|----------------------------|------------|------------|----------------------------|------------|------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Existing | 5,863 | 241 | 165 | 406 | 100 | 477 | 577 |
| No Build | 5,439 | 229 | 150 | 379 | 89 | 431 | 520 |
| Net New Trips | -424 | -12 | -15 | -27 | -11 | -46 | -57 |

4.5.2 Background Traffic Volumes

Background traffic forecasts were developed by applying a general growth rate and adding the traffic associated with known “pipeline” (planned/approved) development projects identified by the city. This methodology is used consistently in the evaluation of traffic impacts of development projects throughout the city. An annual growth rate of 0.25 percent was assumed throughout the study area, with the exception of the Madison Street corridor. Along this corridor a 0.50 percent annual growth rate was used to reflect a higher level of anticipated development. This approach and specific assumptions are consistent with that taken for recent MIMP EIS’s completed in the vicinity for Seattle University and Virginia Mason Medical Center. The pipeline development specifically accounted for includes:

- Virginia Mason Medical Center MIMP
- Seattle University MIMP
- Swedish Medical Center First Hill MIMP
- Seattle NBA/NHL Arena
- 550 Broadway
- 500 Terry
- 1124 Columbia
- 1414 10th Avenue
- 1424 11th Avenue
- 1111 E Union Street
- Yesler Terrace
- King County’s Children and Family Justice Center

All of the pipeline projects are anticipated to be completed by 2023 except for the Virginia Mason Medical Center MIMP, which would be completed by approximately 2040⁵. The 2023 forecasts accounts for the portion of the Virginia Mason Medical Center MIMP that would be completed by 2023, as this project would be phased over approximately 30 years. Assumptions on the level of development to be completed by 2023 were based on a linear rate of development through the life of the master plan.

⁵ *Final Environmental Impact Statement Virginia Mason Medical Center Major Institution Master Plan Section 3.9 Transportation*, December 2012.

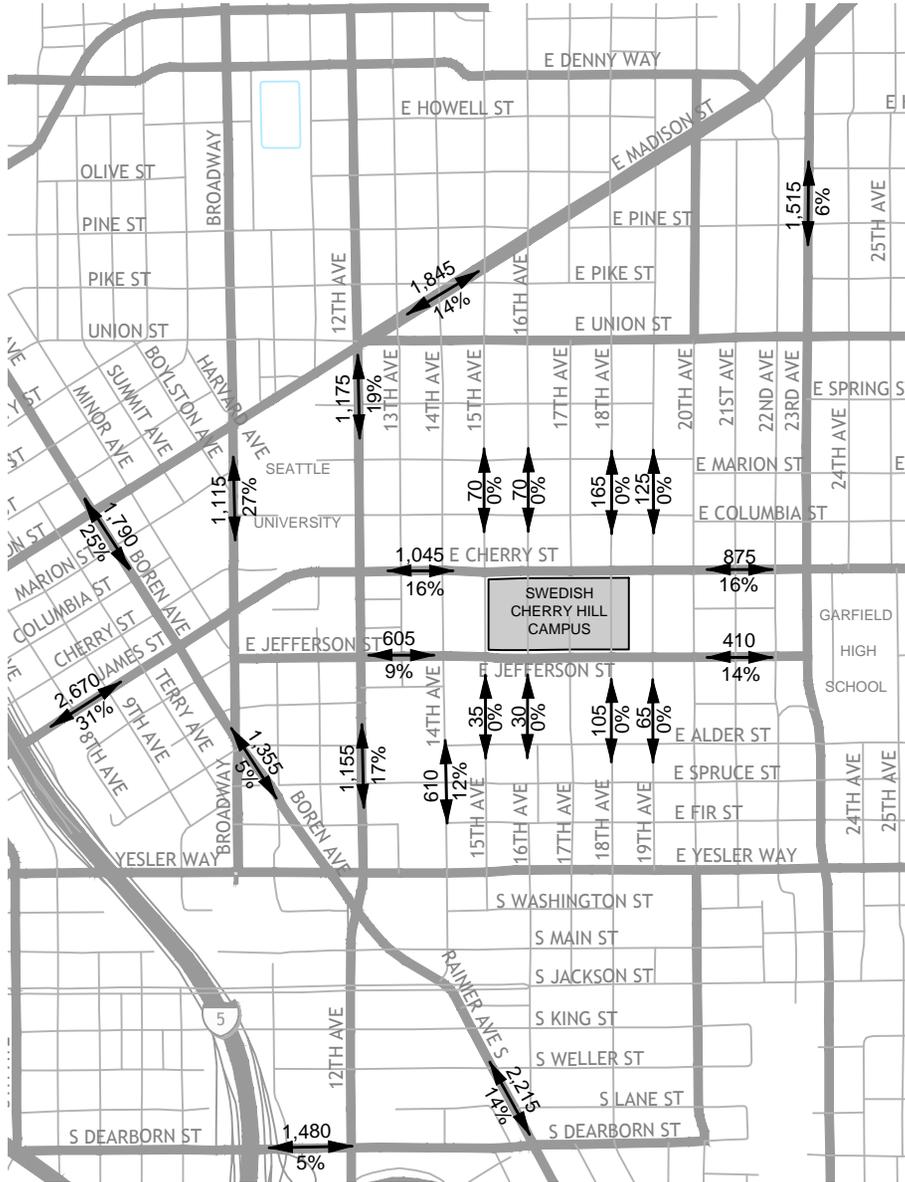
The net decrease in Swedish trip generation (see **Table 6**) under the No Build conditions was subtracted from the background traffic volumes to form the basis of the No Build 2023 and 2040 conditions. No Build trips were subtracted from the network based on existing Swedish commute trip patterns. **Figures 16 and 17** summarize the No-Build weekday AM and PM peak hour link volumes on the major roadways surrounding the campus for 2023 and 2040. The intersection turning movement summaries are included in **Attachment C-1**.

Figure 17 summarizes the weekday AM and PM peak hour forecasts for the 2023 horizon year. During the AM peak hour, growth attributed to pipeline projects and general increases in background traffic results in traffic volumes increases of between 0 and 31 percent in the study area. The largest percent increase is forecast along James Street west of Broadway where traffic volumes are anticipated to increase by 31 percent. Increases in traffic volumes along Broadway are forecast to be approximately 27 percent. These large increases in background traffic volumes are largely due to the additional traffic associated with the Virginia Mason Medical Center MIMP, Seattle University MIMP, and Yesler Terrace projects. Along E Cherry Street peak hour traffic volumes are expected to increase by approximately 120 to 145 vehicles during the weekday AM peak hour period, representing an increase of 16 percent west and east of the Swedish campus. Along E Jefferson Street, weekday AM peak hour traffic volumes are forecast to increase by approximately 50 trips. This represents an increase of approximately 9 percent west of the Swedish campus and 14 percent east of the Swedish campus.

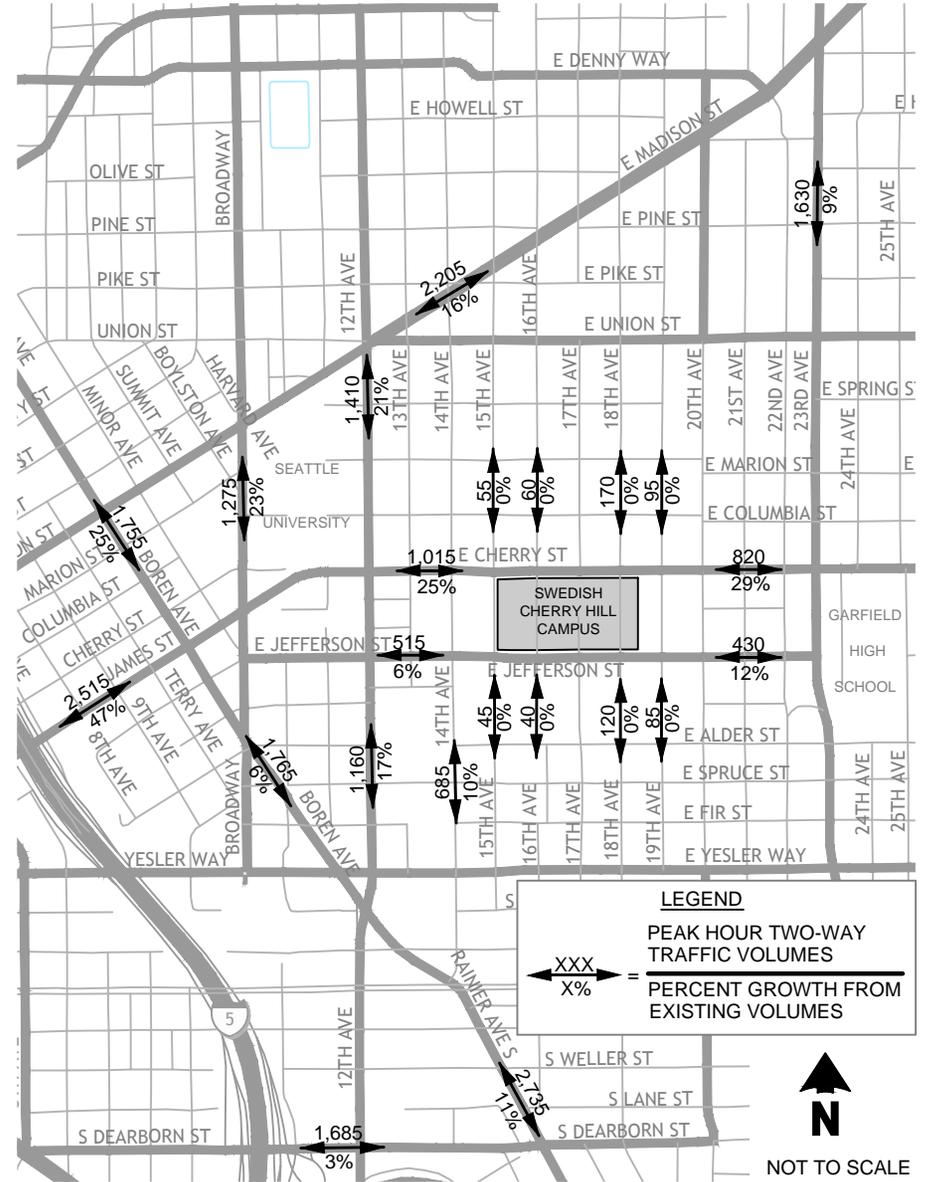
During the 2023 weekday PM peak hour, similar to the AM peak hour results, the largest percentage and absolute volume increases are forecast along James Street west of Broadway. Weekday PM peak hour traffic volumes are forecasted to increase by approximately 47 percent along James Street west of Broadway. As noted in the discussion of the AM peak hour forecasts, growth associated with the Virginia Mason Medical Center MIMP, Seattle University MIMP, and Yesler Terrace, all contribute to the growth anticipated along this corridor. Weekday PM peak hour increases in traffic along Broadway and 12th Avenue are generally consistent with the increases forecasted for the AM peak hour. In the immediate vicinity of the Swedish campus, increases in traffic along E Cherry Street are forecast to be approximately 185 to 200 vehicles, representing a 25 percent increase west of the campus and 29 percent increase east of the campus. Along E Jefferson Street in the vicinity of the campus, traffic volumes are forecast to increase by 30 to 45 vehicles during the peak hour, representing an increase of 6 percent west of the campus and 12 percent east of the campus.

The traffic forecasts for the 2040 conditions show a lower growth rate between 2023 and 2040 than identified between the existing to 2023 conditions. This is because the majority of the forecasted growth in traffic for the 2023 conditions is associated with pipeline projects, which results in a higher annual growth rate. The only new pipeline projects in 2040 are the phases of the Virginia Mason Medical Center MIMP that would be completed beyond 2023.

WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



No-Build (2023) Weekday Peak Hours Two-Way Link Volumes

Swedish Cherry Hill MIMP

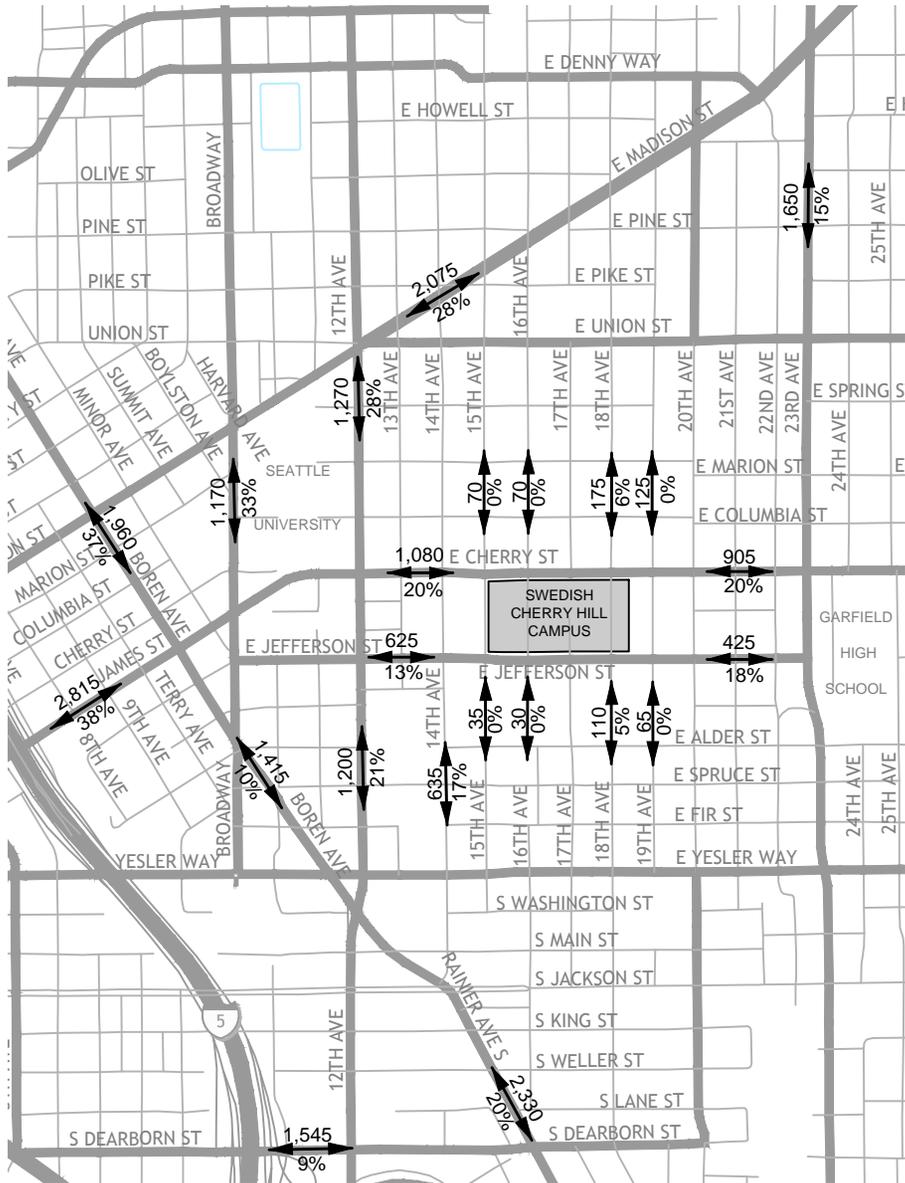
FIGURE

Figure 18 shows the 2040 forecast volumes for the weekday AM and PM peak hour volumes. The figure also shows the growth relative to the existing traffic volumes.

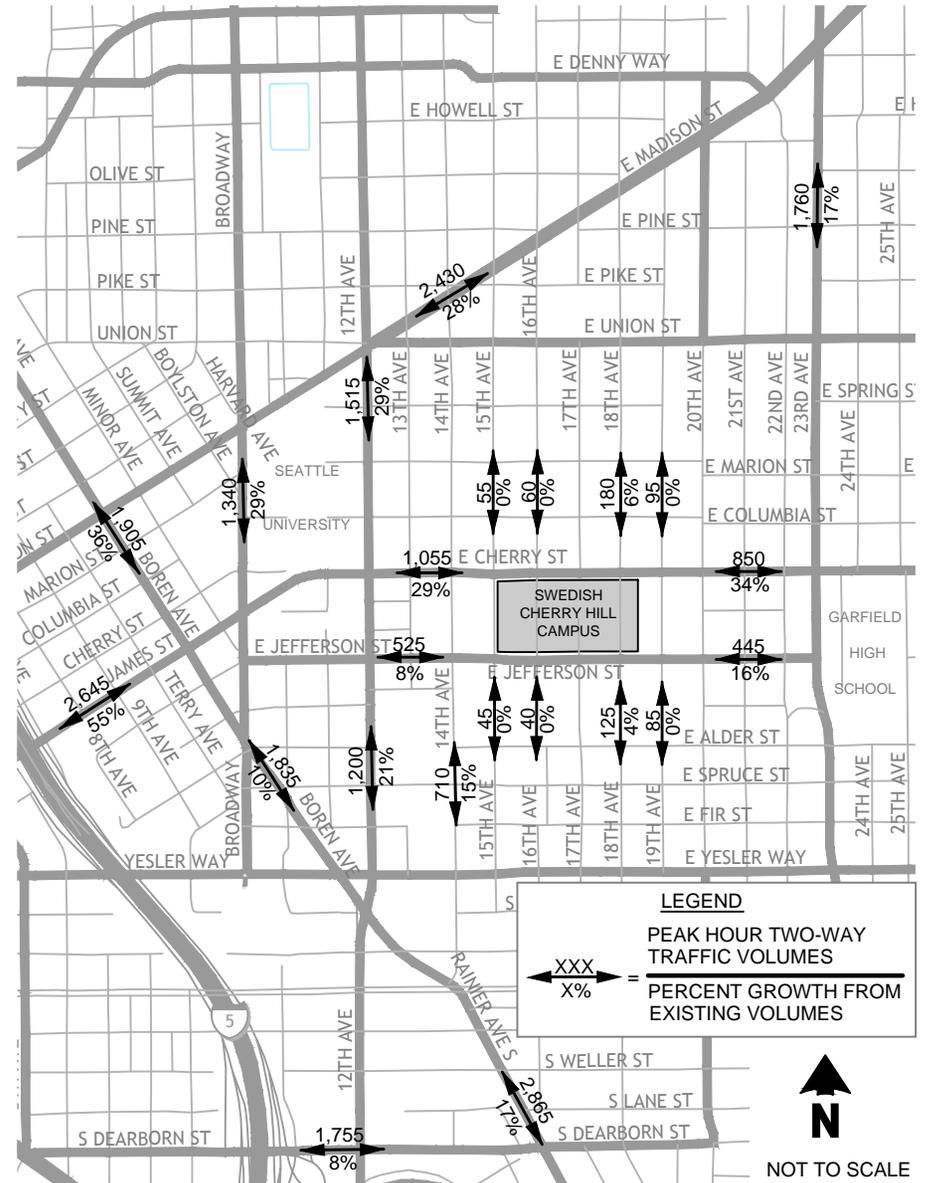
By 2040, during the weekday AM peak hour, study area volumes are expected to increase up to approximately 38 percent above existing traffic volumes. Within the immediate vicinity of the campus, traffic volumes along E Cherry Street are forecast to increase by an additional 150 to 180 vehicles above existing levels. Along E Jefferson Street, traffic volumes are forecasted to increase by approximately 65 to 70 vehicles. Based on information provided for area-wide pipeline projects, E Cherry Street is forecasted to continue carrying the majority of the east/west traffic through the area.

By 2040, during the weekday PM peak hour, study area volumes are expected to increase by up to approximately 55 percent above existing traffic volumes. In the vicinity of the Swedish campus, traffic volumes along E Cherry Street are forecast to increase by approximately 215 to 240 vehicles during the weekday PM peak hour as compared to existing traffic volumes. Along E Jefferson Street, traffic volumes are forecasted to increase by approximately 40 to 60 vehicles.

WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



LEGEND
 PEAK HOUR TWO-WAY TRAFFIC VOLUMES
 XXX
 X% = PERCENT GROWTH FROM EXISTING VOLUMES



NOT TO SCALE

No-Build (2040) Weekday Peak Hour Two-Way Link Volumes

Swedish Cherry Hill MIMP

4.6 Traffic Operations

The following describes the future intersection and corridor operations within the study area. Intersection levels of service and corridor performance levels are summarized for the 2023 and 2040 conditions. Operations account for the planned improvements described in section 4.1, including operations of the streetcar and the 23rd Avenue corridor transit improvements.

4.6.1 Intersection Operations

Intersection LOS was calculated at the study intersections using the same methodology outlined previously in the Affected Environment section. **Figure 19** provides a comparison between Existing and No Build weekday AM and PM peak hour LOS for the study area. Specific No Build 2023 and 2040 weekday peak hour LOS for each study intersection are displayed on **Figures 20 through 23** with detailed LOS calculations provided in **Attachment C-3**.

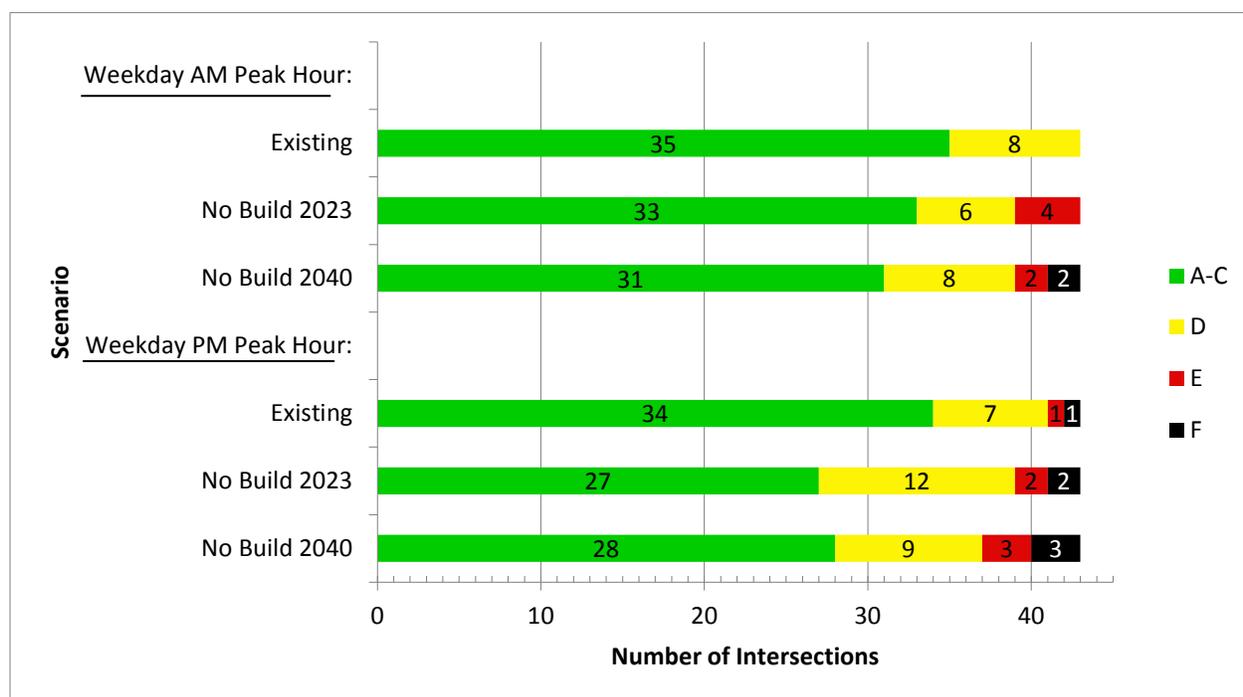
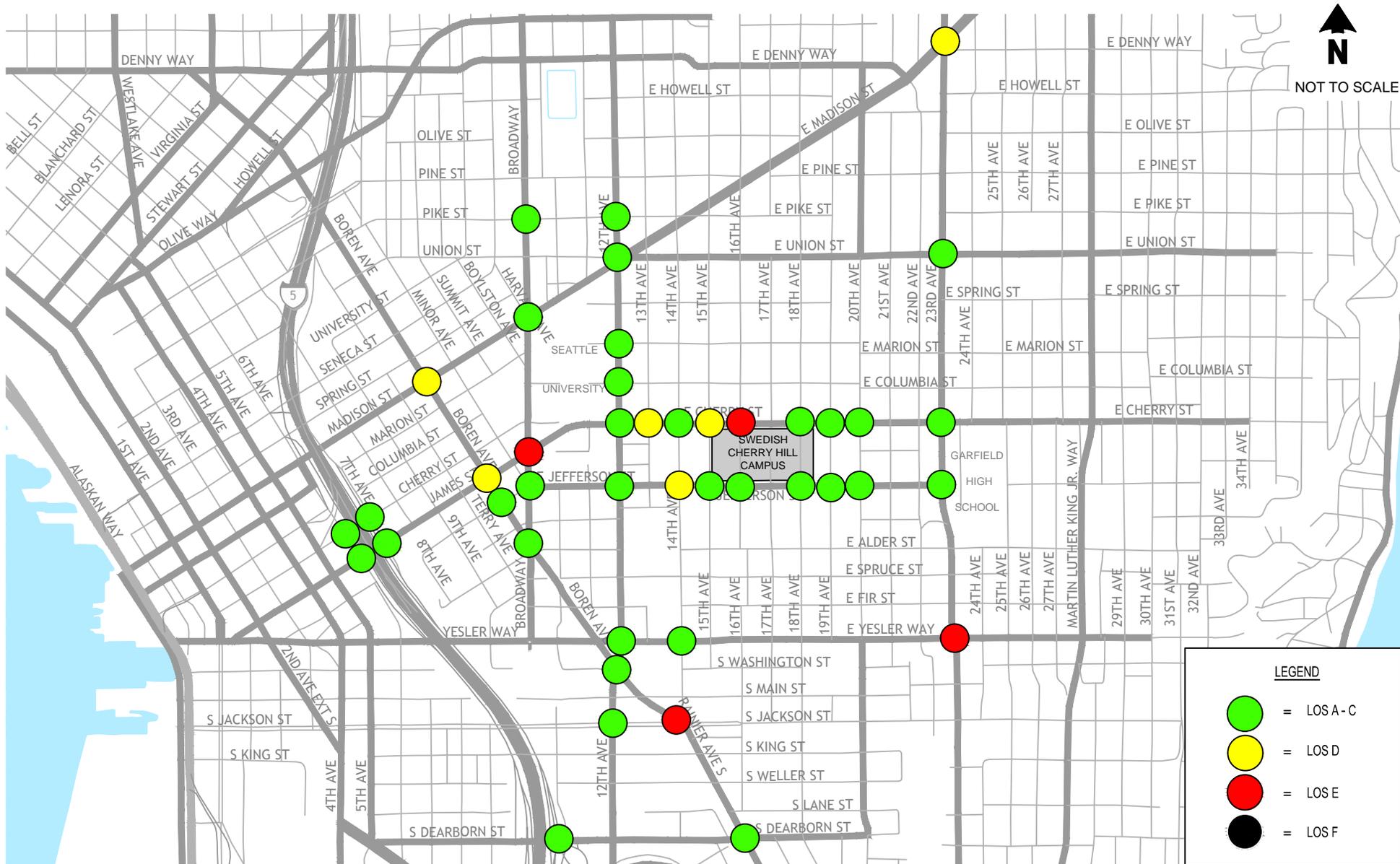


Figure 19 Existing and No Build Weekday Peak Hour Intersection Level of Service Comparison

As illustrated on **Figure 19**, under the No Build conditions, there would be a continued decline in intersection level of service within the study area. By 2023, a total of four intersections during both the AM and PM peak hours would operate at LOS E or worse, compared to existing conditions where no intersections were calculated at that level during the AM peak hour and only two during the PM peak hour. By 2040, continued growth in background traffic volumes would result in two additional intersections operating at LOS E or worse during the PM peak hour and four continuing to operate at LOS E or worse during the AM peak hour. One of the intersections operating at LOS E or worse under 2040 conditions is the 16th Avenue/E Cherry Street which is projected to operate at LOS E during the weekday AM peak hour. The following discussion provides additional detail regarding those locations forecast to operate at LOS E or worse during either the AM or PM peak hours.

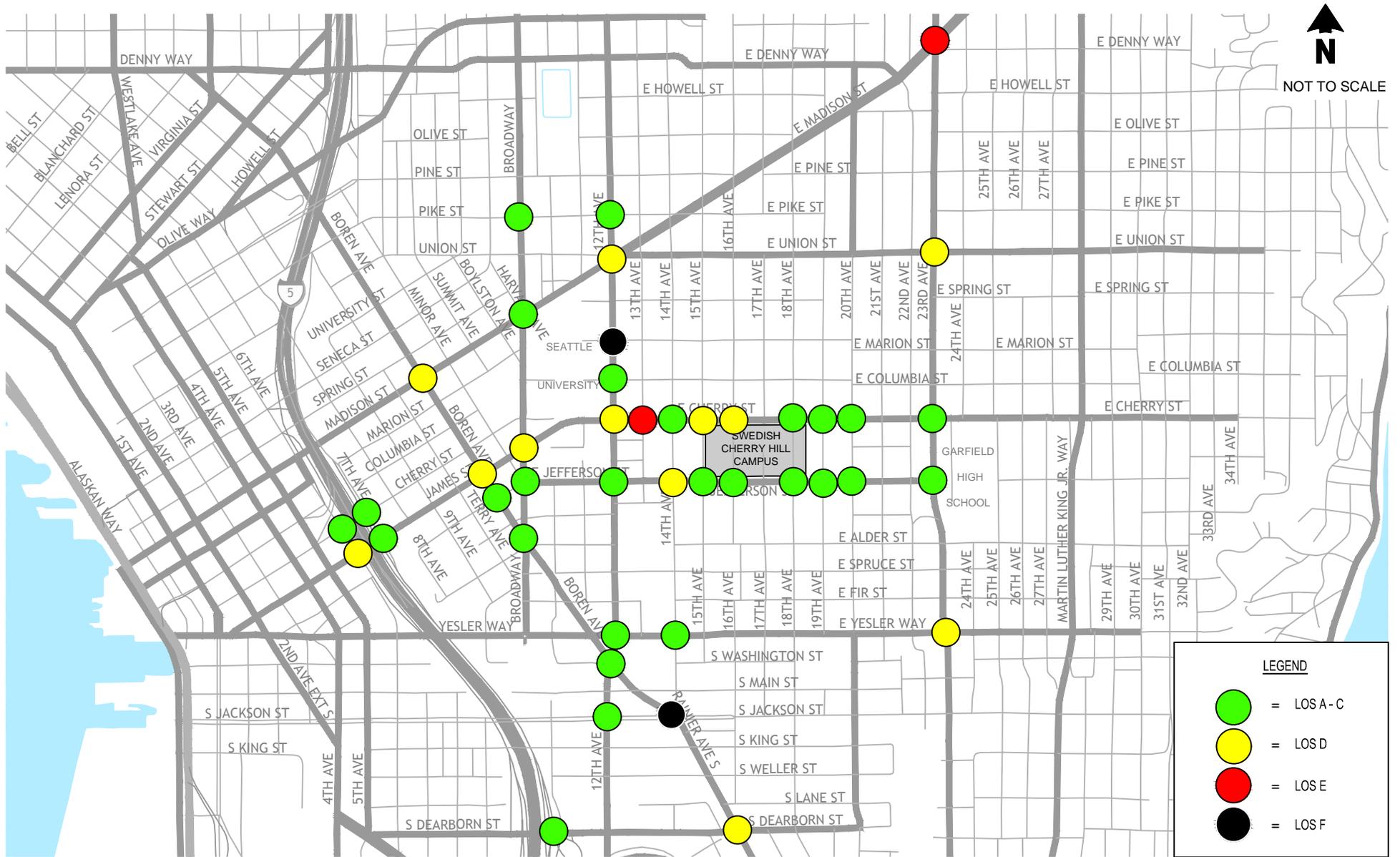


No-Build (2023) Weekday AM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

FIGURE

20

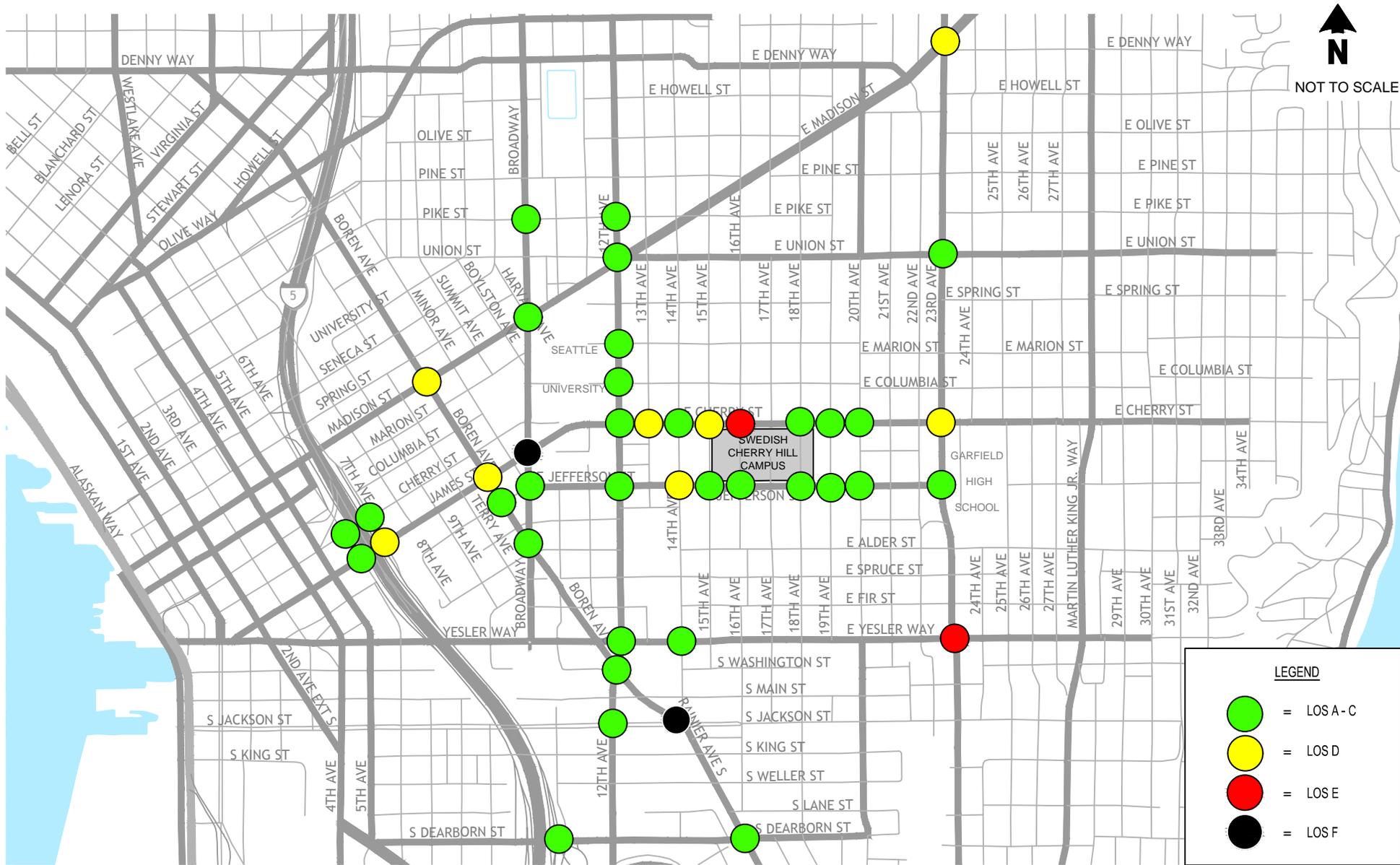


No-Build (2023) Weekday PM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

FIGURE

21

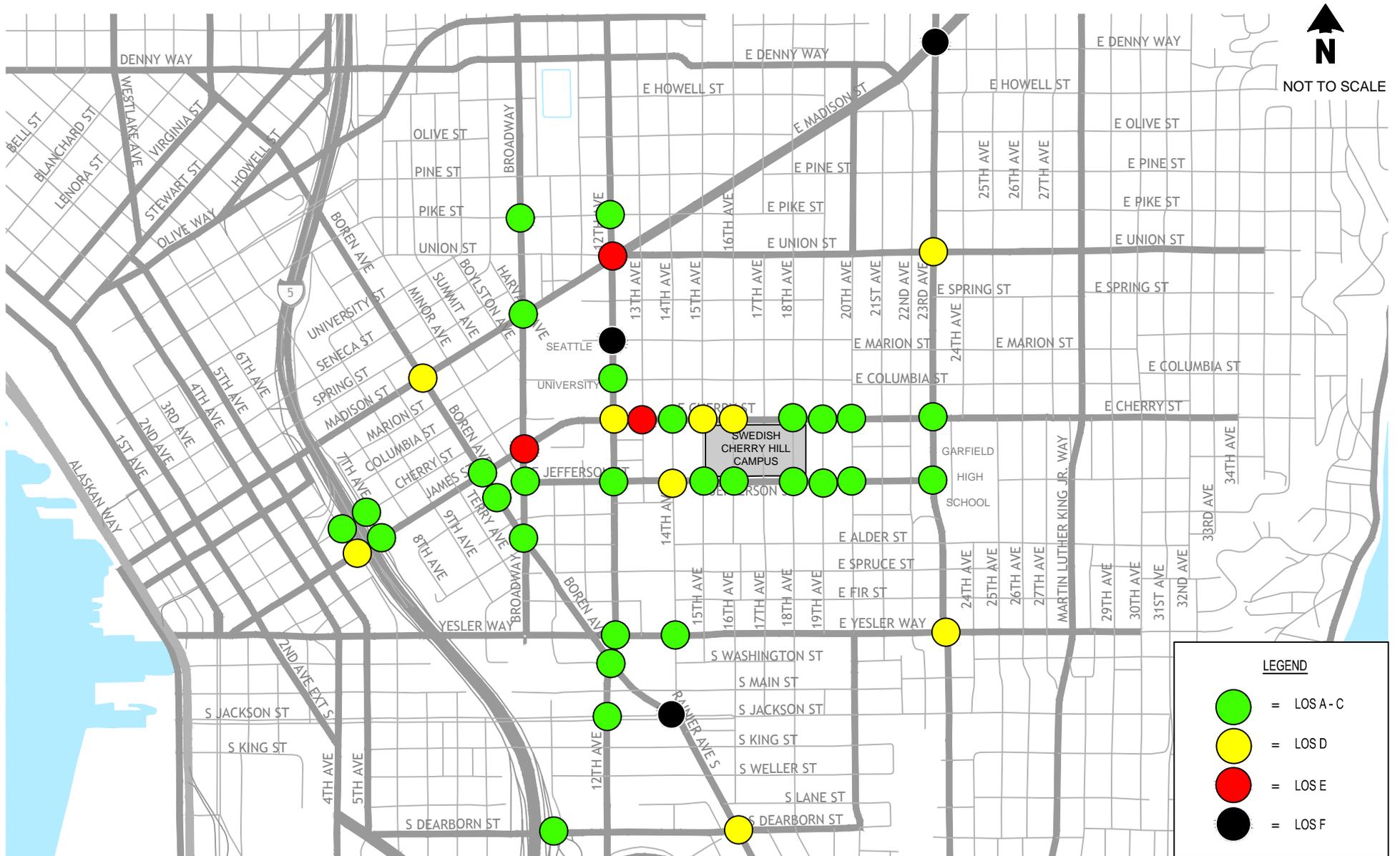


No-Build (2040) Weekday AM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

FIGURE

22



No-Build (2040) Weekday PM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

FIGURE

23

As shown in **Figures 20 and 21**, the results of the analysis indicate that the following study intersections would operate at LOS E or worse under No Build 2023 conditions during either the weekday AM or PM peak hours:

- **23rd Avenue / Madison Street** – Operations at this intersection would degrade from LOS C under existing conditions to LOS E under No Build 2023 conditions during the weekday PM peak hour. This is a signalized intersection. The LOS E operations during the weekday PM peak hour is related to the reduced capacity due to the 23rd Avenue Transit Corridor improvements. This improvement would reduce the general vehicular traffic capacity from four lanes (i.e., two travel lanes in each direction) to three lanes (i.e., one travel lane in each direction and a two-way left turn center lane) to provide a dedicated transit only lane in each direction.
- **12th Avenue / E Marion Street** – This side-street stop controlled intersection would continue to operate at LOS F under No Build 2023 conditions during the weekday PM peak hour with the worst movement being the eastbound left turn, exiting the Seattle University campus . As discussed in the Affected Environment, LOS F operations at this location are due to the high levels of pedestrian activity.
- **13th Avenue / E Cherry Street** – This intersection would continue to operate at LOS E on the northbound approach under No Build 2023 conditions during the weekday PM peak hour. As discussed in the Affected Environment, LOS E operations at this location are due to the high levels of pedestrian activity.
- **16th Avenue / E Cherry Street** – Operations at this intersection would degrade from LOS D under existing conditions to LOS E on the northbound approach under No Build 2023 conditions during the weekday AM peak hour. The LOS E operations are due to the anticipated increases in traffic volumes along E Cherry Street making it more difficult for vehicles on 16th Avenue to enter the traffic stream.
- **Broadway / James Street** – Operations at this intersection would degrade from LOS C under existing conditions to LOS E under No Build 2023 conditions during the weekday AM peak hour. The signalized intersection served by the streetcar would operate at LOS E due to increase in traffic volumes.
- **23rd Avenue / E Yesler Way** – Operations at this intersection would degrade from LOS D under existing conditions to LOS E under No Build 2023 conditions during the weekday AM peak hour. This is a signalized intersection. The LOS E operations during the weekday AM peak hour is related to the reduced capacity due to the 23rd Avenue Transit Corridor improvements. This improvement would reduce the general vehicular traffic capacity from four lanes (i.e., two travel lanes in each direction) to three lanes (i.e., one travel lane in each direction and a two-way left turn center lane) to provide a dedicated transit only lane in each direction.

- **14th Avenue / S Jackson Street** – Operations at this intersection would degrade from LOS D under existing conditions to LOS E during the weekday AM peak hour under No Build 2023 conditions and LOS F during the weekday PM peak hour. The LOS E and F operations at this signalized intersection are related to the five leg configuration at this location and the need for exclusive streetcar and pedestrian phases across Boren Avenue. These exclusive phases reduce the amount of green time available for vehicular traffic resulting in higher delays. Most intersections with streetcar service allow the streetcar to travel with traffic, which minimizes the impacts of the streetcar on intersection operations. The No Build conditions were modeled based on future timing provided by SDOT, which incorporate timing changes as a result of the streetcar.

As shown in **Figure 22 and 23**, under 2040 No Build conditions, one additional intersection, 12th Avenue/Madison Street, would degrade to LOS E. The locations operating at LOS E or worse include:

- **12th Avenue / Madison Street** – Operations at this intersection would degrade from LOS D under existing conditions to LOS E under No Build 2040 conditions during the weekday PM peak hour. This is a signalized intersection. The LOS E operations during the weekday PM peak hour are related to the anticipated increases in the westbound left-turn volume at this location.
- **23rd Avenue / Madison Street** – Operations at this intersection would degrade from LOS E under No Build 2023 conditions to LOS F under the No Build 2040 conditions during the PM peak hour. This is a signalized intersection. The LOS F operations are due to anticipated increases in traffic volumes at this location.
- **12th Avenue / E Marion Street** – This intersection would continue to operate at LOS F for both the 2023 and 2040 No Build conditions during the weekday PM peak hour with the worst movement being the eastbound left-turn. The LOS F is a result of high pedestrian volumes in the area.
- **Broadway / James Street** – Operations at this intersection would degrade from LOS D to LOS E during the weekday PM peak hour and degrade from LOS E to LOS F during the weekday AM peak hour under the No Build 2040 conditions compared to the No Build 2023 conditions. The LOS E operations at this location are related to increased traffic volumes during the PM peak hour at this signalized intersection served by the streetcar.
- **13th Avenue / E Cherry Street** – The northbound approach to this intersection would continue to operate at LOS E for both the 2023 and 2040 No Build conditions during the weekday PM peak hour. The LOS E is due high volumes along E Cherry Street making it difficult for side street vehicles to enter the traffic stream at this unsignalized intersection.
- **16th Avenue / E Cherry Street** – The northbound approach at this intersection would continue to operate at LOS E during the weekday AM peak hour during 2040 conditions as it did under weekday AM peak hour 2023 conditions. This is due to the high volumes along E Cherry Street making it difficult for vehicles to enter the traffic stream at this unsignalized intersection.

- **14th Avenue / S Jackson Street** – This intersection would degrade from LOS E during the weekday AM peak hour under No Build 2023 conditions and operate at LOS F during the weekday AM and PM peak hours for No Build 2040 conditions . This is due to the five-leg configuration at this signalized intersection accommodating exclusive pedestrian and streetcar phases.
- **23rd Avenue / E Yesler Way** – This intersection would continue to operate at LOS E during the weekday AM peak hour 2040 No Build conditions, similar to 2023 No Build conditions. This is related to the reduced capacity with the 23rd Avenue Transit Corridor Improvements.

All other study intersections would operate at LOS D or better under both the No Build 2023 and 2040 conditions during both the weekday AM and PM peak hours.

Neighborhood Assessment

As a result of the increases in traffic associated with background growth and pipeline traffic, delays for the minor street approaches in the immediate vicinity of the campus are expected to increase accordingly. Intersections along E Cherry and E Jefferson Streets are forecast to operate at LOS D or better during the weekday AM peak hour under both No Build 2023 and 2040 conditions except for the unsignalized intersection of 16th Avenue/E Cherry Street. As described above this intersection would operate at LOS E due to the anticipated increases in traffic volumes along E Cherry Street. During the weekday PM peak hour under both No Build 2023 and 2040 conditions, the 13th Avenue/E Cherry Street intersection would operate at LOS E. As described above this intersection would operate at LOS E due to the anticipated increases in traffic volumes along E Cherry Street.

4.6.2 Corridor Operations

Consistent with the Affected Environment evaluation, the travel speeds and travel times along E Cherry Street/James Street from I-5 to 18th Avenue S were evaluated using Synchro. The calibration factor identified in **Table 3** in the Affected Environment section was applied to the No Build projections. The adjustment or calibration factor accounts for operational impacts from vehicle queuing, mid-block pedestrian crossing, on-street parking maneuvers, etc. not accounted for in the Synchro calculations. The projected travel times, inclusive of the adjustment factor, are summarized in **Table 7**.

As shown in **Table 7**, for corridors that are already constrained and congested, only small differences in travel times or average speeds would occur between existing and No Build conditions. Average speed would be reduced by one mph along James Street in the westbound direction in both the AM and PM peak hours and in the eastbound direction in the PM peak hour with No Build 2023 and 2040 growth conditions. Average travel time would increase by one minute in the westbound direction during the PM peak hour under No Build 2040 conditions. Along E Cherry Street, average speeds would decrease by two to three mph in the westbound direction during the weekday PM peak hour under 2023 and 2040 No Build. In the eastbound direction along E Cherry Street, weekday AM and PM peak hour speeds along E Cherry Street in the eastbound direction would increase by 2 to 5 mph and travel time would decrease by over 30 seconds under both the 2023 and 2040 No Build conditions. This change in speed and slight reduction in travel time is due to the optimization of signal timing for future conditions.

Table 7
No Build Weekday Peak Hours James Street/E Cherry Street Travel Time Analysis

| Segment | Direction | Existing | | 2023 | | 2040 | |
|--|-----------|---------------------------------|---------------------|---------------------------------|---------------------|--------------------|---------------------|
| | | Travel Time (m:ss) ¹ | Average Speed (mph) | Travel Time (m:ss) ¹ | Average Speed (mph) | Travel Time (m:ss) | Average Speed (mph) |
| AM Peak Hour | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:17 | 7 | 04:12 | 7 | 04:24 | 7 |
| | WB | 03:31 | 9 | 03:31 | 9 | 03:34 | 9 |
| E Cherry Street (Broadway to 18th Ave) | EB | 05:22 | 10 | 04:19 | 12 | 04:09 | 13 |
| | WB | 03:01 | 12 | 02:59 | 12 | 02:53 | 13 |
| PM Peak Hour | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:03 | 8 | 04:11 | 7 | 04:11 | 7 |
| | WB | 05:40 | 6 | 06:30 | 5 | 05:52 | 6 |
| E Cherry Street (Broadway to 18th Ave) | EB | 02:29 | 14 | 01:51 | 19 | 01:51 | 19 |
| | WB | 02:43 | 13 | 03:10 | 11 | 03:11 | 11 |

1. m:ss = minutes: seconds

4.7 Traffic Safety

As described in Section 4.5, growth in background traffic is forecast on both E Cherry Street and E Jefferson Street. On E Cherry Street, in the vicinity of the campus, 2040 weekday PM peak hour traffic volumes are forecast to increase by 29 to 34 percent depending on the roadway segment. Similarly, along E Jefferson Street, by 2040 traffic volumes are forecast to increase by 8 to 16 percent during the weekday PM peak hour. While there is not a direct relationship between anticipated future accidents and traffic volumes, absent a specific hazard, it is reasonable to expect that the number of accidents could increase in some relation to the increase in traffic volumes. As described in section 4.6, delays for vehicles entering E Cherry Street or E Jefferson Street from unsignalized approaches is forecast to increase. Depending on specific circumstances, this can result in driver impatience, which could result in more aggressive driving maneuvers.

These same traffic conditions can impact pedestrian and bicycle safety, especially as it relates to crossing arterials at unsignalized intersections. The unsignalized intersection of 16th Avenue/E Cherry Street has been the subject of previous conversations with SDOT regarding the need for pedestrian and vehicle improvements. This is primarily related to the sight distance limitations at this intersection for vehicles turning from 16th Avenue onto E Cherry Street. With increases in traffic projected along E Cherry Street existing conflicts between vehicles and pedestrians trying to cross or access E Cherry Street would increase. Similar characteristics would exist at other unsignalized intersections along the E Cherry Street and to a lesser degree along the E Jefferson Street corridor, simply by the nature of the lower traffic volumes along the E Jefferson Street corridor.

4.8 Parking

As noted previously, the analysis of the No Build scenario assumes achievement of a 50 percent SOV rate for employees by 2023 and 2040. The achievement of the 50 percent SOV rate would result in a reduction in campus parking demand as employees switch from single occupancy vehicles to other mode choices such as carpool, vanpool, transit, etc.

No Build peak parking demand was developed consistent with the trip generation method. The peak parking demand was projected by decreasing the SOV rate to 50 percent for other staff and general employees and considered the resulting increases in carpool and vanpool. **Table 8** provides a comparison between the existing and No Build parking demand.

Table 8
Swedish Cherry Hill Estimated Parking Demand¹
– Existing and No Build

| Facilities | Existing | No Build (2040 & 2023) |
|-----------------------------|--------------|------------------------|
| Hospital | 570 | 529 |
| Clinic/Research | 385 | 354 |
| Education | 40 | 40 |
| Hotel | 4 | 4 |
| Long-Term Care | 41 | 40 |
| Other Support Facilities | 53 | 47 |
| Total Parking Demand | 1,093 | 1,014 |

sf = square-feet

1. The parking demand by facility is estimated proportional to trip generation by population group and is not reflective of actual parking classification counts.

As shown in **Table 8**, reduction in the existing SOV rate would result in a decrease in parking demand for the No Build condition. As with vehicular traffic demand, this assumption provides a conservatively low baseline against which to compare impacts of the build alternatives insofar as it assumes no noticeable growth in staff, patient, or visitor demands unrelated to construction of new projects identified in the proposed MIMP.

It was assumed that No Build parking supply associated with the Swedish Cherry Hill campus would remain at current levels, 1,510 spaces. As discussed previously, there is some level of parking that occurs on-street; however, under No Build conditions, the projected parking demand of 1,014 vehicles could be fully accommodated in off-street parking on the campus. As identified in the Affected Environment section, the existing utilization of the 16th Avenue parking garage is at approximately 40 percent (at 10:00 a.m.). On-street utilization in the neighborhoods surrounding the campus is nearing capacity through a combination of neighborhood and campus related demands. If all the No Build parking associated with Swedish occurred on-campus, the overall utilization of the off-street (on-campus) parking would be 67 percent, which would still provide capacity to accommodate additional future demand.

5 Impacts of Alternative 8

This section documents the impacts associated with the development of Alternative 8. Transportation Elements discussed previously in the Affected Environment and No Build discussions are also presented in this section.

The impact analysis of Alternative 8 assumes a mode-split performance of 50 percent SOV consistent with the No Build condition. As noted previously, the development assumed in the Master Plan is projected to occur over a period of 25 years. Based on discussions with the applicant, an estimate of development to be completed by the 2023 horizon year was identified. **Table 9** provides a summary of land use assumptions for the short and long term horizon years. As shown in the table, the level of development assumed by the 2023 horizon year includes the development of approximately 2.3 million square-feet. This increase would approximately double the size of the existing campus. The build-out of the Master Plan results in 3.1 million square-feet of development or almost tripling the campus size.

Table 9
Swedish Cherry Hill Land Use Summary

| Facilities | No Build / Existing | Alternative 8 | |
|--------------------------|-----------------------|-------------------------|-------------------------|
| | | 2023 | 2040 |
| Hospital | 541,300 sf (196 beds) | 1,014,000 sf (290 beds) | 1,350,000 sf (385 beds) |
| Clinic/Research | 427,000 sf | 1,014,000 sf | 1,250,000 sf |
| Education | 73,000 sf | 100,000 sf | 150,000 sf |
| Hotel | 12,500 sf | 40,000 sf | 80,000 sf |
| Long-Term Care | 43,000 sf (99 beds) | 93,000 sf (99 beds) | 220,000 sf (99 beds) |
| Other Support Facilities | 50,000 sf | 50,000 sf | 50,000 sf |
| Total | 1,146,800 sf | 2,311,000 sf | 3,100,000 sf |

sf = square-feet

Source: Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan, May 22, 2014.

5.1 Street System

The street system for Alternative 8 would be the same as those described under Alternative 1 (No Build) with no major changes to the local circulation proposed as part of the MIMP.

5.2 Campus Access and Service Vehicle Loading

Figure 24 highlights the campus parking access and circulation as well as loading and service access proposed under the current MIMP.

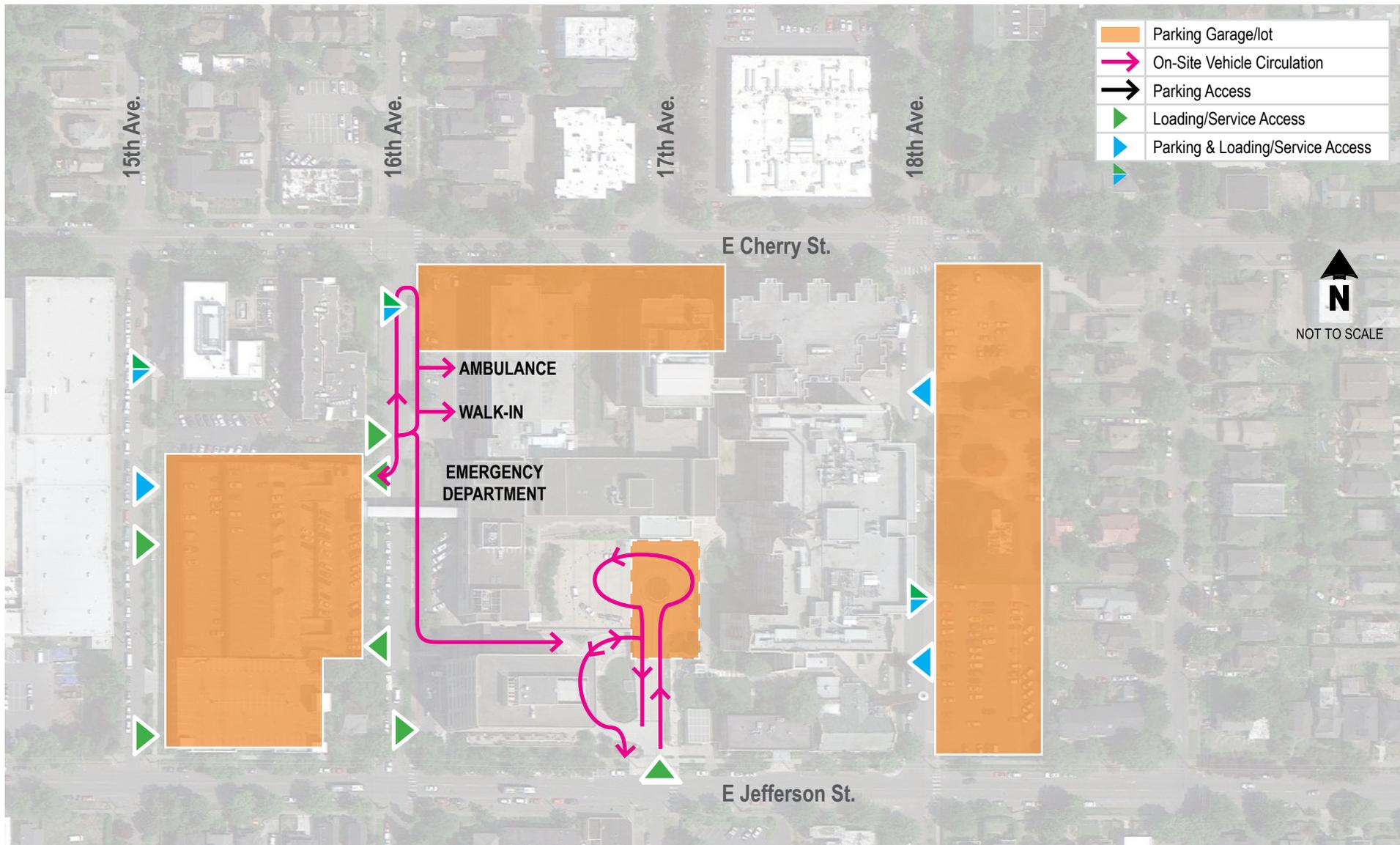
5.2.1 General Vehicle Access

The same access and circulation is proposed for Alternatives 8, 11, and 12. As shown in **Figure 24**, access to the parking facilities would occur along 15th and 16th Avenues similar to what exists today. The proposal is not anticipated to increase the number of access points to parking along 15th and 16th Avenues. Only one general purpose access point is proposed to the new parking garage along the east side of 18th Avenue, resulting in a decrease in access points as compared to the number of existing curb cuts on the east side of 18th Avenue. Emergency vehicle access would continue to be as it is today with the emergency department located along 16th Avenue; however, emergency patient parking could expand to the 15th/16th Avenue garage. While the overall circulation and access patterns associated with the campus would generally stay the same, the amount of parking on 18th Avenue would result in a shift of travel patterns with more activity focused on the east side of the campus. Access to parking will be further evaluated when a specific project is proposed identifying the specific access location and proposed project uses.

5.2.2 Truck and Service Loading and Access

Delivery volume will increase as a result Alternative 8, which may result in larger deliveries, increased frequency of deliveries, changes to delivery hours, and longer dwell times. **0** illustrates the location of the loading and service access points. The Build Alternatives would result in one additional service/loading area for a total of 6 service/loading points. The two existing loading docks on 16th Avenue and 18th Avenue would remain and an additional loading dock would be added along 15th Avenue for a total of 3 loading docks. The service areas would be reconfigured by removing the existing service area for the Seattle Rehabilitation Center (if this property is redeveloped) and adding a new service area within the 18th Avenue garage. The additional delivery volume due to the expansion would be accommodated at the new dock along 15th Avenue or new service entrance along 18th Avenue or through increased activity at the existing docks. Impacts on dock activity and service entrances depend on the specific nature and location of projects. A more detailed evaluation of loading areas including truck access, truck maneuvers, and the required number of loading berths would occur at the project level.

The MIMP seeks relief from City code requirements for loading berths to allow for the consolidation of facilities and reduce the number of loading berths required by code. At this stage of planning the quantity and size of loading berths cannot be evaluated. What is known is that truck traffic along E Cherry Street, E Jefferson Street, 16th Avenue, and 18th Avenue would likely increase. With the proposed 3,100,000 square-feet of building area served, a total of 88 loading berths would be needed on campus to meet the code requirement for 'high demand' uses as described in SMC 23.54.035. The existing campus is 1,146,800 square-feet and adequately served by two loading areas and three loading berths for a ratio of approximately 0.003 berths per 1,000 SF. Applying this ratio to the proposed 3,100,000 square-feet of development would result in a future need for nine loading berths. Given the range between estimated future needs and the code requirement, additional analysis at the project level will be required to more accurately assess operational needs and establish appropriate loading berth quantities and sizes.



Alternatives 8, 11, & 12 Access and Circulation Routes

Swedish Cherry Hill MIMP

Q:\Projects\11\11244.00 Swedish Providence Cherry Hill Campus\Graphics\Figures\11244 Fig 24 no vacation 16th access and circ routes.pdf

The arterial routes used by trucks to access Swedish are not anticipated to change from existing conditions. Truck traffic serving Swedish will likely increase. Deliveries could shift to off-peak hours and night deliveries could increase as vendors seek to minimize delivery costs by avoiding congested time periods. It is recommended that deliveries be schedule to minimize the impact to the adjacent street system (i.e., limit trucks waiting on-street to access loading areas) and neighborhood.

Similar to parking access, access to loading should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street. The location and access to future loading areas should be evaluated when a specific project is proposed to ensure that loading facilities:

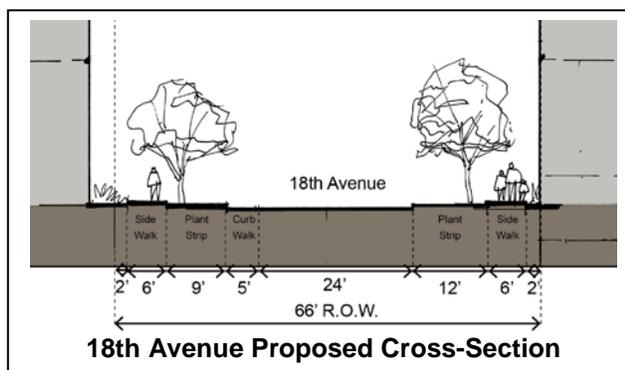
- Are adequately sized and consolidated when possible
- Traffic impacts and impacts to pedestrian circulation are identified and mitigated
- Locate accesses on minor streets where possible
- Are designed to minimize or preferably eliminate the need to make backing maneuvers within public rights of way or block sidewalks

These elements can be further defined in a campus wide dock management plan targeted at minimizing impacts to the community.

5.3 Pedestrian and Bicycle Transportation

No modification to the adjacent street system is anticipated with the proposed development. Figure 25 illustrates based on the anticipated travel patterns how the Build Alternatives would impact the City's Pedestrian and Bicycle Master Plan improvements. As shown in the figure, both E Cherry and E Jefferson Streets are high priority pedestrian corridors and would be most impacted by the Alternatives.

The 2014 Council Adopted Bicycle Master Plan identified 18th Avenue as a neighborhood greenway, which is a facility where signs and pavement markings are used to guide people along the route and speed and volume management techniques are used to discourage vehicular traffic, making this a more desirable travel route for bicyclist and pedestrians. As described previously, the SDOT *Neighborhood Greenway Work Plan*, July 2014 indicates study related to the 18th Avenue greenway would occur in 2016. The MIMP assumes development of the 18th Avenue greenway; however, as illustrated to the right, as part of the MIMP the existing curb lines are maintained since the specific cross-section for the 18th Avenue greenway is unknown. The proposed 18th Avenue cross-section would not preclude future development of the neighborhood greenway



Additional bicycle traffic associated with a greenway along 18th Avenue would increase conflicts with access to the Swedish loading areas and parking garage along 18th Avenue. Deliveries are generally scheduled outside of the peak period to minimize conflict with other modes. In addition, the deliveries should be scheduled to minimize staging on 18th Avenue while waiting to access the loading area. Although the MIMP would reduce the number of driveways along the east side of 18th Avenue between E Cherry and Jefferson Streets, the intensity of vehicular traffic to and from the access points along the east side of 18th Avenue would increase. The garage is forecasted to have approximately 90-160 vehicles during the AM and PM hour peak hours, which means traffic levels would approximately double when compared to existing conditions. The parking garage would cause greater and more frequent conflicts with the pedestrian and bicycle facilities than the loading area.

The 18th Avenue greenway has not been fully studied and it is possible through the outreach process other alternatives may be considered. Consideration may be given to providing the neighborhood greenway along a lower volume street such as 19th Avenue where traffic volumes are lower and it would be located outside the MIO Boundary. Swedish will work with the City to plan a neighborhood greenway in Squire Park

The campus currently provides bicycle racks for visitors and employees. In addition, lockers and showers are provided to employees. These amenities would continue with the MIMP. The Seattle Municipal Code (SMC) requires medical institutions to provide bicycle parking equivalent to two percent of the employees, including doctors. Based on future population projection of 6,545 employees in 2040, the plan would require 131 bicycle parking spaces by 2040. The campus currently provides 132 bicycle parking spaces; therefore, bicycle parking code requirements for the proposal are already satisfied.

As noted in the discussion above, 18th Avenue has been identified as a potential neighborhood greenway, providing enhancements for bicyclists as well as pedestrians. A “health walk” or walking path would be created around the Cherry Hill campus along 15th Avenue, E Cherry Street, 18th Avenue, and E Jefferson Street. Along 18th Avenue, the health walk can be incorporated into the proposed neighborhood greenway. A direct pedestrian connection is proposed through the campus that would connect 17th Avenue between E Cherry and Jefferson Streets. In addition to these improvements, the pedestrian environment would be enhanced along the E Cherry Street frontage with improved sidewalks and landscaping as well as public pocket parks and green spaces with seating areas.

The number of pedestrians on campus and those circulating to and from transit facilities and parking is anticipated to increase given that the proposed expansion would serve a greater population. If as a result of the expansion, Swedish Cherry Hill employees and patients continue to park on-street then pedestrian levels within the neighborhood would increase. There are sidewalks and connections to and from the surrounding on-street parking and transit stops. In addition, as part of Alternative 8 the pedestrian environment along E Cherry Street and E Jefferson Street would be improved with wider sidewalks and landscaping as well as connections to and from the neighborhood.

5.4 Transit/Shuttle Services

With the increase in population, transit ridership would increase with Alternative 8. As described in the No Build condition, there are planned transit improvements as well as potential service

cuts. Similar to the No Build condition, an evaluation of transit in the vicinity of Swedish was conducted to understand the impacts of Alternative 8 on the bus service. This evaluation takes into consideration service changes and ridership increases described as part of the No Build analysis.

A portion of Swedish transit riders could be using other transit modes such as rail, ferry, or connecting with bus service at a different location. This analysis assumes that all of the projected increase in transit ridership as a result in the growth associated with Alternative 8 would use the bus service. An evaluation was conducted for both the 2023 and 2040 conditions during the weekday AM and PM peak periods.

Figures 26 and 27 provide a comparison of No Build and Alternative 8 passenger loads and remaining capacity during the weekday AM and PM peak periods. The development for Alternatives 8, 11, and 12 are consistent in 2023; therefore, the evaluation is representative the impacts associated with all the Build Alternatives. As shown in the figures, even with the anticipated service cuts and increase in ridership, there is adequate capacity to accommodate increased ridership on the Swedish Cherry Hill bus service.

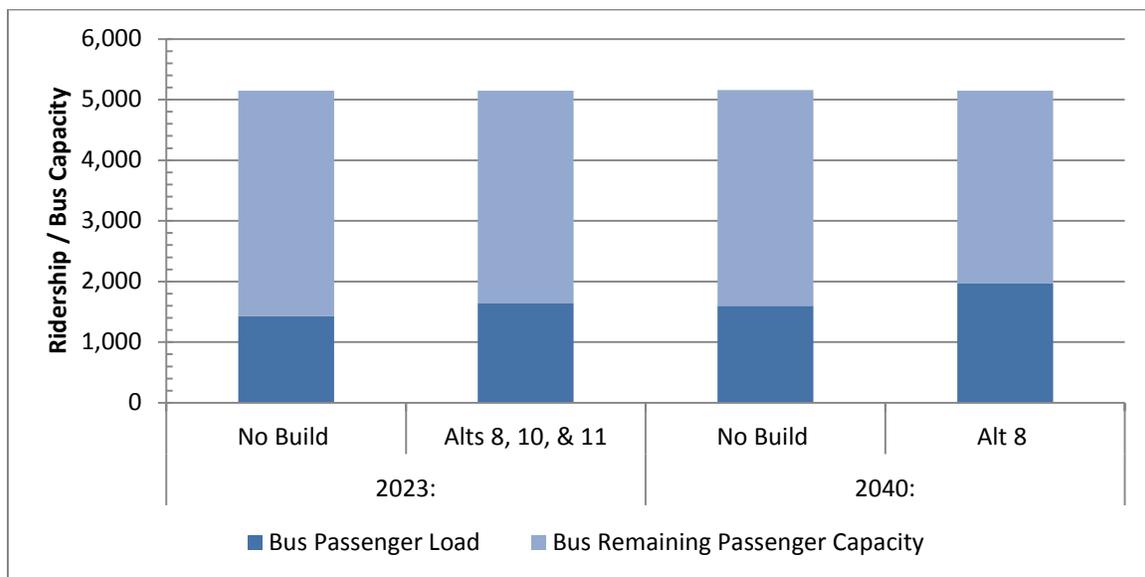


Figure 26 Comparison of No Build and Alternative 8 Weekday AM Peak Period Bus Transit Capacity and Ridership

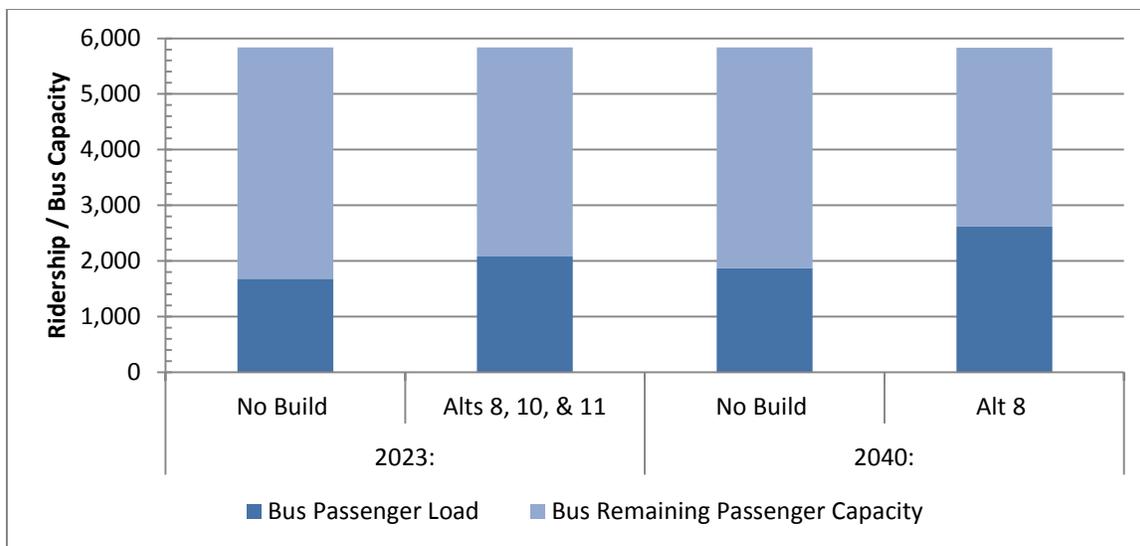


Figure 27 Comparison of No Build and Alternative 8 Weekday PM Peak Period Transit Capacity and Ridership

To accommodate increased ridership, as part of Alternative 8 and the enhanced Transportation Management Program⁶, the existing campus transit stops along E Jefferson Street should be enhanced. Enhancements could include expansion of the covered waiting area and seating capacity for passengers, installation of pedestrian scale lighting, extension of the passenger boarding loading area to accommodate space for two buses in the loading zone, and installation of Real Time Information Sign (RTIS) to alert waiting passengers of bus arrival times, including electric conduit for a transit information kiosk, or accommodation for the electricity to signs on a free standing pole.

As described in the Affected Environment, Swedish Cherry Hill operates an inter-campus shuttle service that serves Swedish First Hill Campus, Cherry Hill Campus, and the Metropolitan Park offices. This service was assumed to continue in the future. The analysis does not assume any increases in shuttle service; however, as staff and patient populations increase it is likely that the service frequency, routing and/or area would change to accommodate the increased demand. Consideration should be given to providing a connection between Swedish Cherry Hill and the streetcar and light rail to supplement service cuts and continue to encourage transit use to and from campus and better integrate with regional transit improvements.

5.5 Forecast Traffic Volumes

The following provides a summary of the methodology used to forecast the future traffic volumes, inclusive of the proposed campus expansion. This includes a review of Swedish’s trip generation, mode share, trip assignment, and trip distribution.

Forecast volumes with the development of the MIMP were developed by adding expansion related traffic to the No Build (Alternative 1) traffic volumes outlined previously. The No Build

⁶ See section 8.1.

traffic accessing the Swedish campus was re-routed based on the future location and distribution of the parking supply.

5.5.1 MIMP Trip Generation Estimates

The method for forecasting new trips for Alternative 8 is consistent with the approach described for the No Build conditions and has been used for other Hospital MIMPs in the City of Seattle. Weekday daily, AM peak hour, and PM peak hour trip generation associated with Alternative 8 were estimated based on Swedish Cherry Hill trip generation characteristics and expected increases in Swedish's population. As described in the No Build conditions, the process of determining trip generation included first creating an existing trip generation model and then using that model plus the forecasted growth in Swedish's population and resulting mode splits with the assumed 50 percent SOV rate to determine future trip generation. The following provides an overview of how Alternative 8 trips were estimated.

Unmitigated Future Trip Generation

By 2040, under Alternative 8, the campus population (employees and patients) is projected to nearly double. The future campus population for both 2023 and 2040 was based on the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan*, May 2014 and data provided by Terrie Martin Consulting, Inc. on behalf of Swedish. Some of the increases in building area are proposed to bring facilities up to modern standards or "right-size" the facility. Although building area nearly triples, population and associated trips do not increase proportionally since modern standards typically include more square-footage per employee or patient.

The term mitigated refers to any changes in mode splits that occur through additional Transportation Management Program (TMP) measures. The trip generation described here is considered unmitigated since assumptions in mode split and vehicle occupancy are assumed to be the same as No Build conditions. In addition, the percent of trips occurring during the peak hours is assumed to be the same as the No Build conditions.

Figure 28 below illustrates the process used to estimate the future increase in trip generation for the Swedish Cherry Hill MIMP.

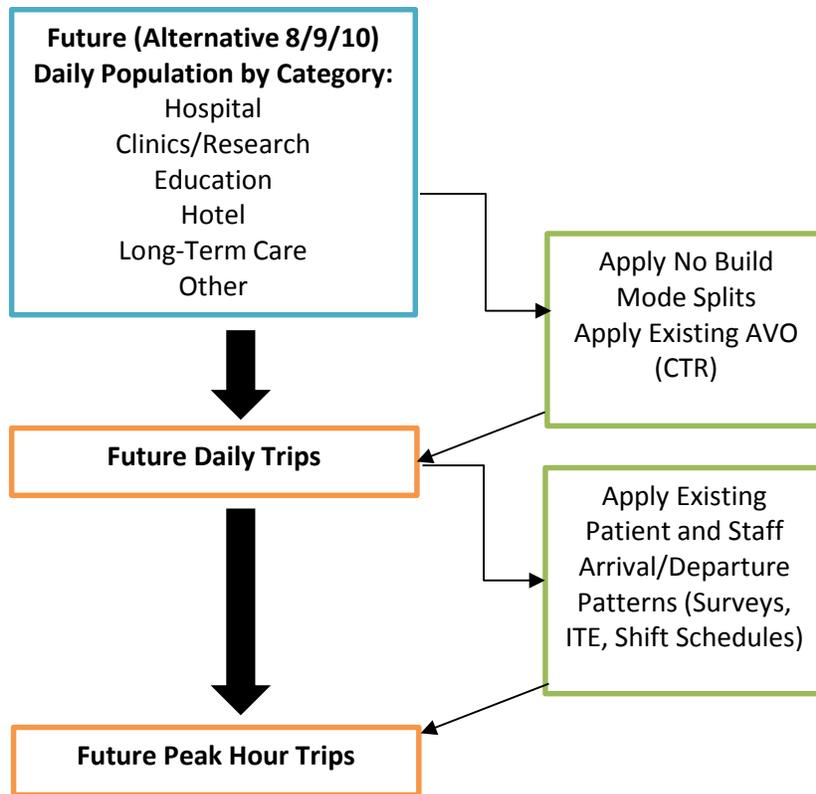


Figure 28 Future Trip Generation Process

Table 10 summarizes the trip generation for the existing and future conditions. **Attachment C-4** provides the detailed trip generation model for future conditions. As shown in the table, based on the model, the Swedish Cherry Hill campus would generate 5,439 daily trips with 379 occurring during the AM peak hour and 520 occurring during the PM peak hour under No Build conditions. The short-term or Phase 1 development would increase trips by 2,855 net new daily trips with 198 new trips occurring during the AM peak hour and 264 new trips occurring during the PM peak hour. In addition, the build-out of Alternative 8 would increase trips by 5,814 net new daily trips with 409 new trips occurring during the AM peak hour and 565 new trips occurring during the PM peak hour, compared to No Build trip volumes.

Table 10
Summary of Swedish Cherry Hill MIMP Trip Generation
(unmitigated) – Alternative 8

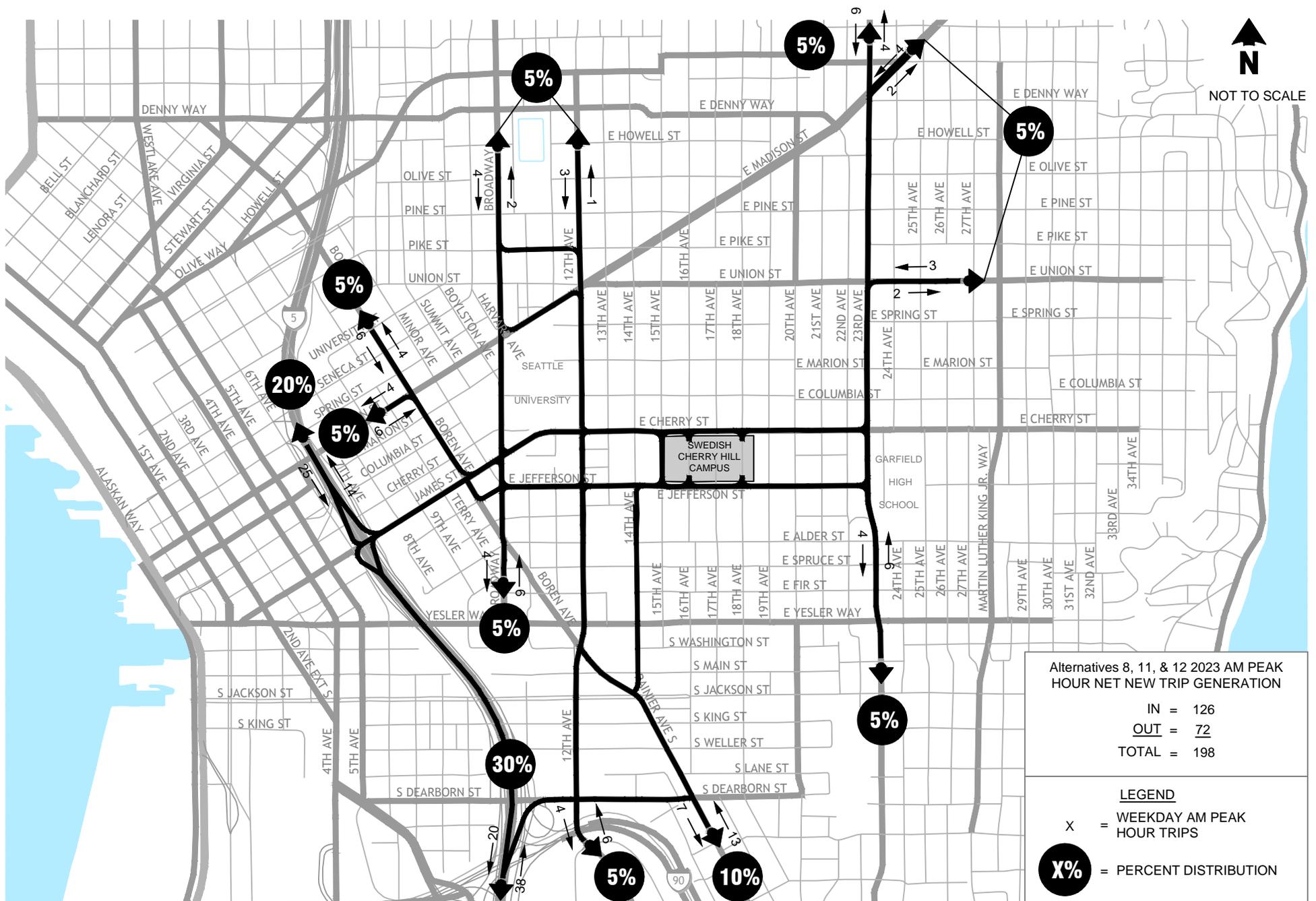
| Alternative | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|--|---------------|----------------------------|------------|------------|----------------------------|------------|--------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| No Build | 5,439 | 229 | 150 | 379 | 89 | 431 | 520 |
| Short-term (2023) – Alternative 8 | | | | | | | |
| <i>Net New Trips</i> | 2,855 | 126 | 72 | 198 | 49 | 215 | 264 |
| Total Trips | 8,294 | 355 | 222 | 577 | 138 | 646 | 784 |
| Build-out (2040) – Alternative 8 | | | | | | | |
| <i>Net New Trips</i> | 5,814 | 248 | 161 | 409 | 98 | 467 | 565 |
| Total Trips | 11,253 | 477 | 311 | 788 | 187 | 898 | 1,085 |

5.5.2 Trip Distribution and Assignment

The Swedish Cherry Hill Campus trip distribution patterns assumed in this study are based on travel patterns identified through the most recent Commute Trip Reduction (CTR) surveys. **Figures 29 through 32** illustrate the weekday AM and PM peak hour trip distribution and assignment for the 2023 and 2040 horizon years. The trip distribution patterns developed for the project generally reflect the following:

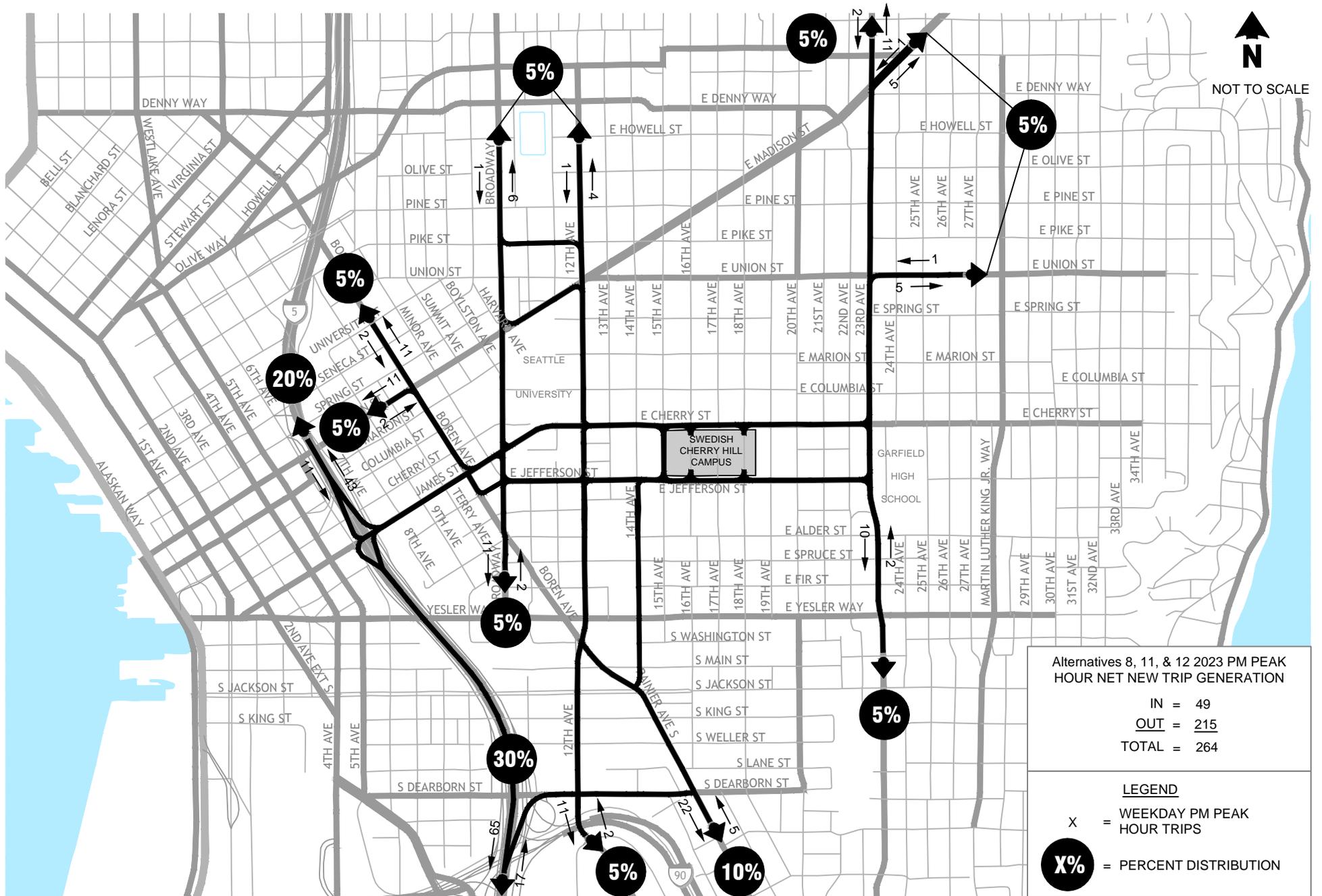
- 20 percent I-5 north
- 30 percent I- 5 south
- 25 percent north via Madison Street, Broadway, 12th Avenue, and 23rd Avenue
- 25 percent south via Broadway, 12th Avenue, Rainier Avenue, and 23rd Avenue

The same trip distribution patterns were utilized for the 2023 and 2040 analysis. Alternatives 11 and 12 have the same trip generation and assignment as Alternative 8 in 2023; therefore, **Figures 29 and 30** show the trip assignment for all the Build Alternatives. All of the trips associated with Alternative 8 were assigned to the off-street parking on campus, which potentially results in higher impacts at locations nearest the campus than would otherwise occur with off-campus parking.



Alternatives 8, 11, & 12 (2023) Weekday AM Peak Hour Trip Distribution and Assignment

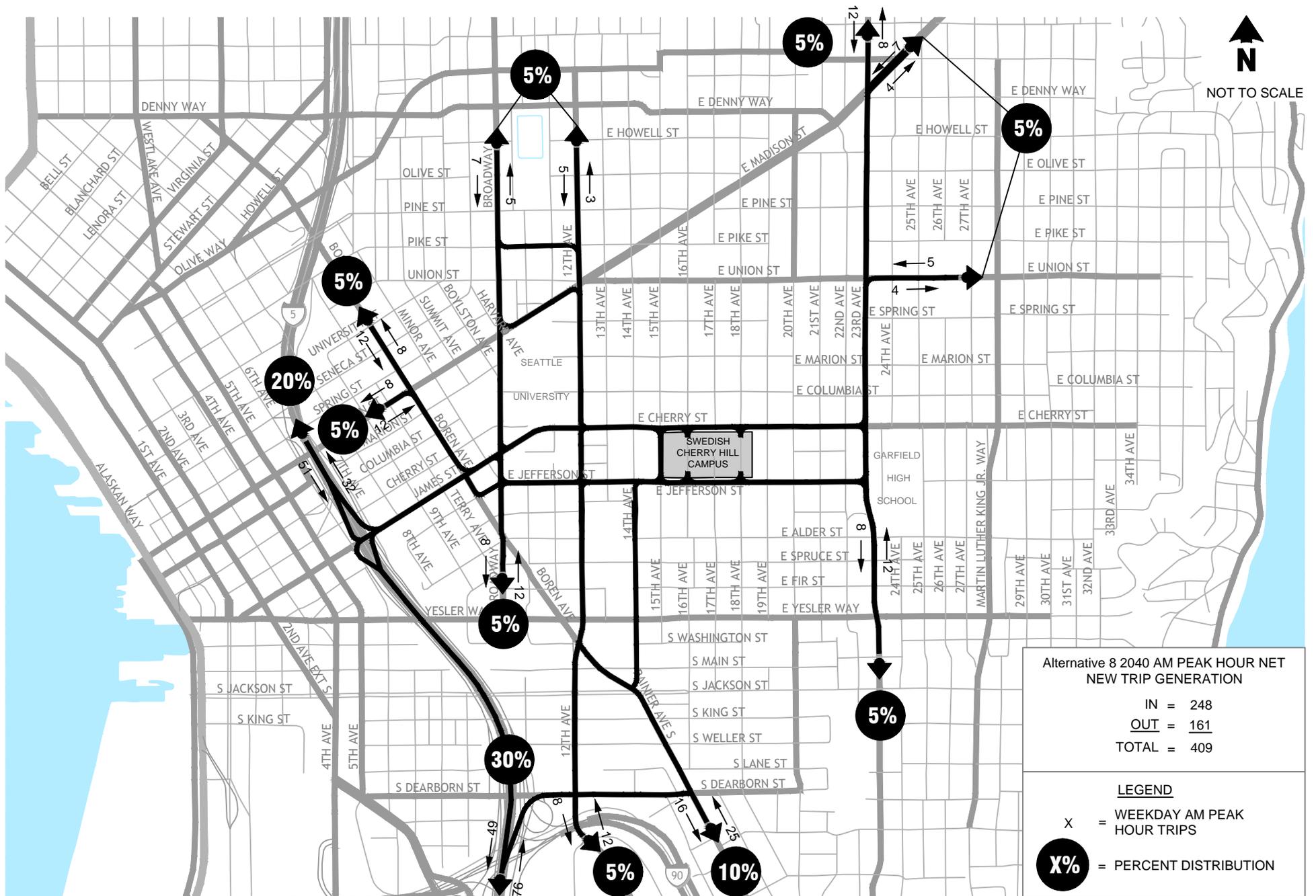
FIGURE
29



Alternatives 8, 11, & 12 (2023) Weekday PM Peak Hour Trip Distribution and Assignment

FIGURE
30

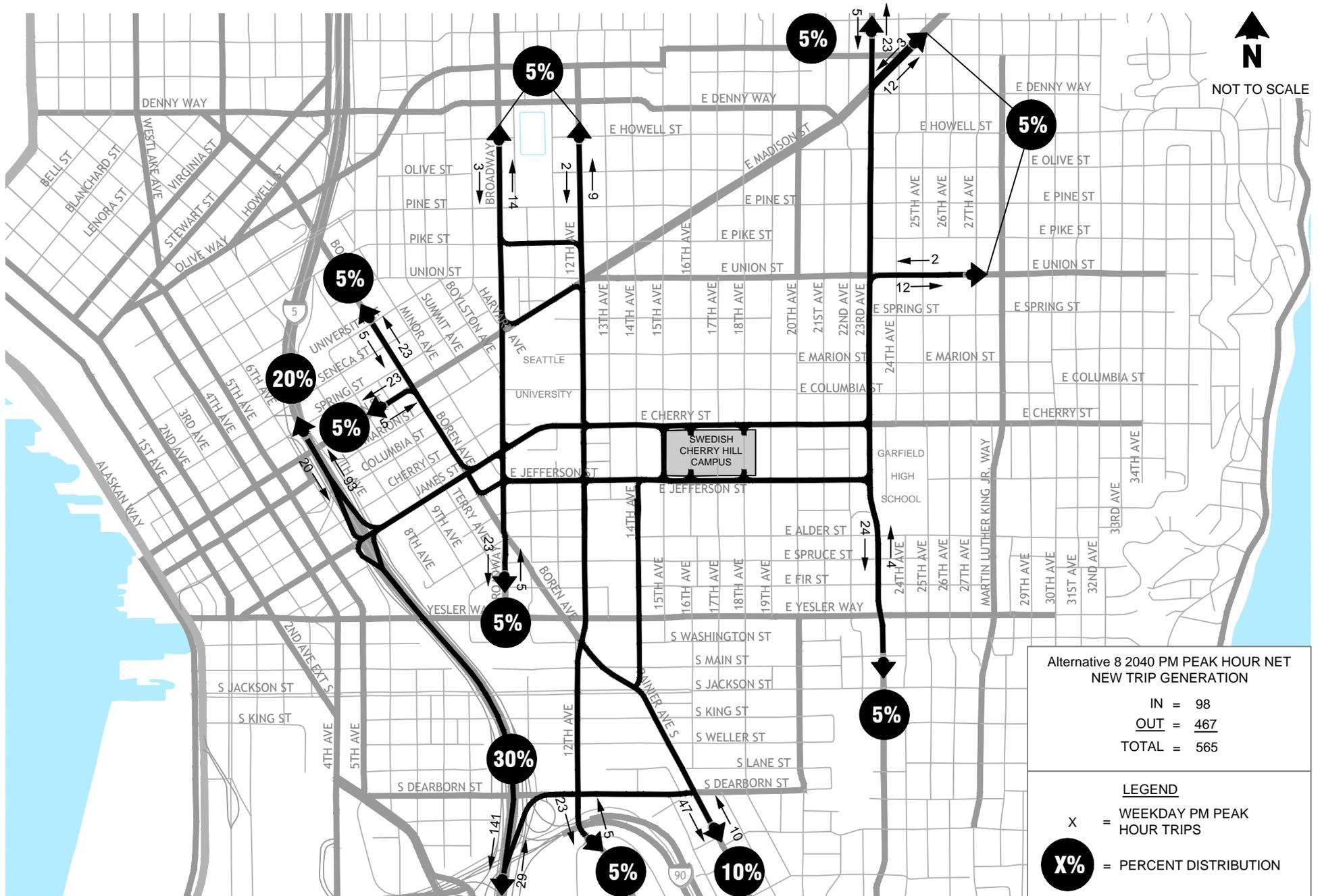
Swedish Cherry Hill MIMP



Alternative 8 (2040) Weekday AM Peak Hour Trip Distribution and Assignment

FIGURE
31

Swedish Cherry Hill MIMP



Alternative 8 (2040) Weekday PM Peak Hour Trip Distribution and Assignment

FIGURE
32

Swedish Cherry Hill MIMP

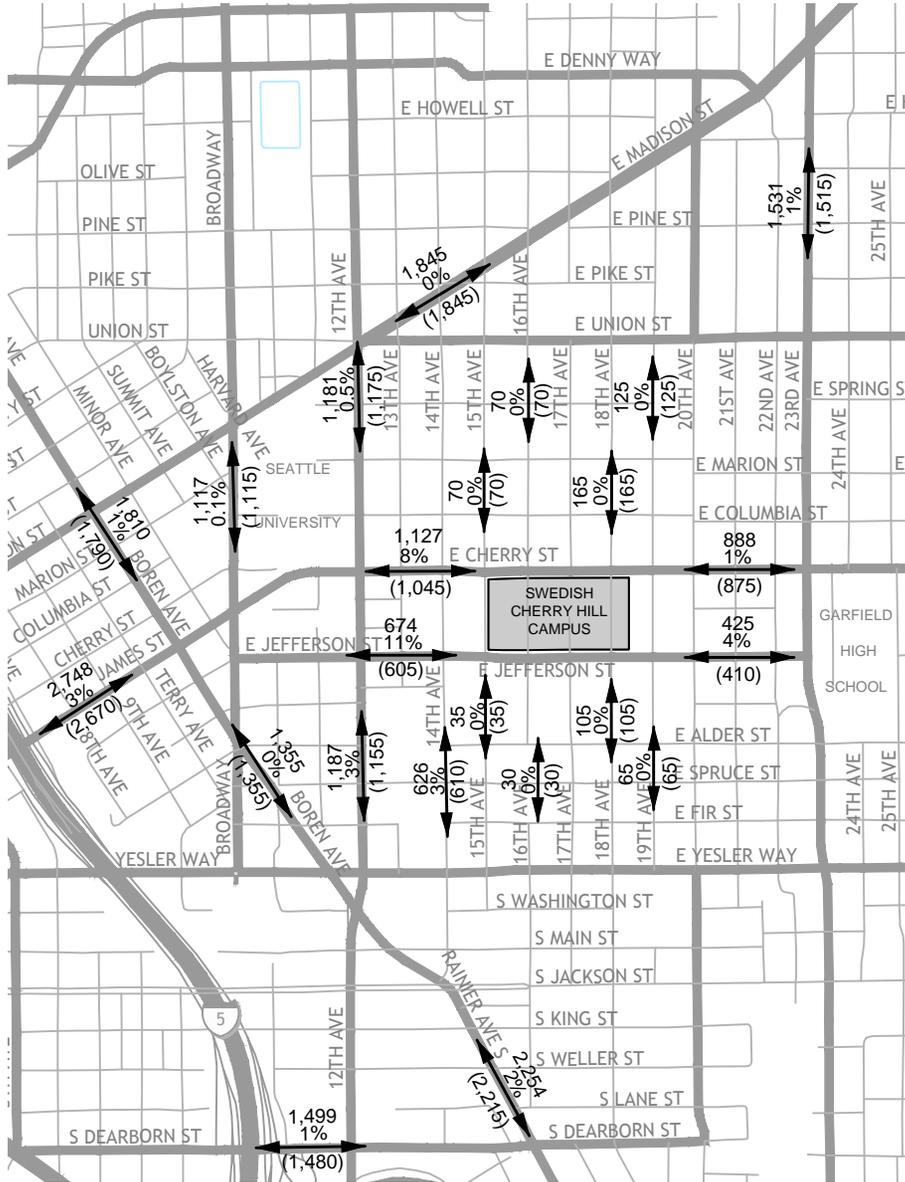
5.5.3 Alternative 8 Forecast Traffic Volumes

Traffic associated with the expansion of the campus were added to the No Build traffic volumes to form the basis of the Alternative 8 analysis. **Figures 33 and 34** summarize the 2023 and 2040 weekday AM and PM peak hour traffic forecasts for Alternative 8. Alternatives 11 and 12 are also noted on **Figure 33** since the 2023 traffic volumes would be the same as Alternative 8 2023 conditions. The intersection turning movement summaries are included in **Attachment C-1**.

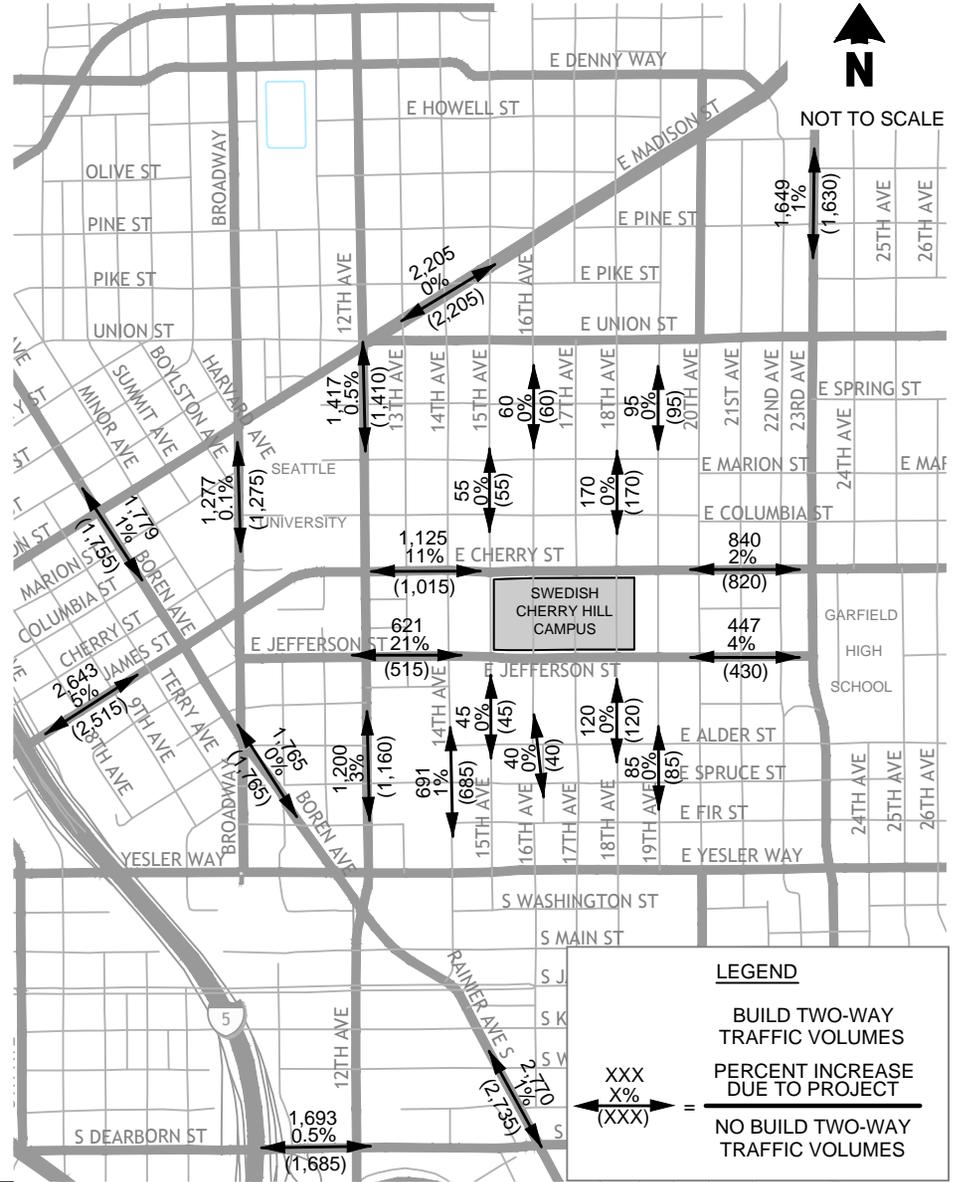
As shown on **Figure 33**, for the 2023 horizon year, increases in the weekday AM peak hour traffic volumes would vary by segment, but is no more than 82 vph on any one segment. Due to the existing grid network and the overall distribution patterns of the traffic, the traffic volume increases associated with the expansion are distributed over multiple streets. Minimal increases in traffic volumes are expected furthest from the site, whereas the streets closest to the site have the greatest volume increases. During the weekday 2023 AM peak hour, traffic volumes at the outer edges of the study area, both north and south of the project site, are forecast to increase by less than 0.1 to up to 3 percent. Near the campus where project related traffic is concentrated, increases on the order of 1 to 11 percent are anticipated. Specifically, the largest volume increase is along James Street/E Cherry Street between I-5 and 23rd Avenue. Traffic volumes along James Street/E Cherry Street increase by 1 to 8 percent with volumes ranging between approximately 888 and 2,748 vph with the proposed expansion, as compared to 875 to 2,670 vph under No Build conditions. The second largest volume increase occurs along E Jefferson Street between Broadway and 23rd Avenue with Alternative 8 ranging between 425 and 674 vph compared to 410 to 605 under No Build conditions; this represents an approximately 4 to 11 percent increase in traffic volumes along E Jefferson Street.

Increases in traffic volumes during the 2023 weekday PM peak hour conditions are slightly higher than identified for the weekday AM peak hour period. During the weekday 2023 PM peak hour, traffic volumes at the outer edges of the study area, both north and south of the project site, would increase by less than 0 to 5 percent with development of Alternative 8. Near the campus where project related traffic is concentrated, increases on the order of 2 to 21 percent are anticipated. **Figure 33** summarizes the forecast 2023 weekday PM peak hour link volumes. Specifically, the largest increase in traffic on any roadway segment is on the order of 130 vph along the Cherry Street/James Street corridor, west of Broadway, with volumes as high as 2,643 vph near the I-5 interchange compared to 2,515 vph under the No Build conditions. This represents a four percent increase in traffic volume along James Street. The greatest percentage increase in traffic volumes between No Build and Alternative 8 during the weekday PM peak hour occurs along E Jefferson Street near 12th Avenue where Alternative 8 would increase weekday PM peak hour traffic by 21 percent with 621 vph anticipated as compared to 515 vph in the No Build. The second highest percentage increase is forecast along E Cherry Street, adjacent to the campus, with dual direction traffic volumes ranging between 840 to 1,125 vph depending on the individual block with a 2 to 11 percent increase.

WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR

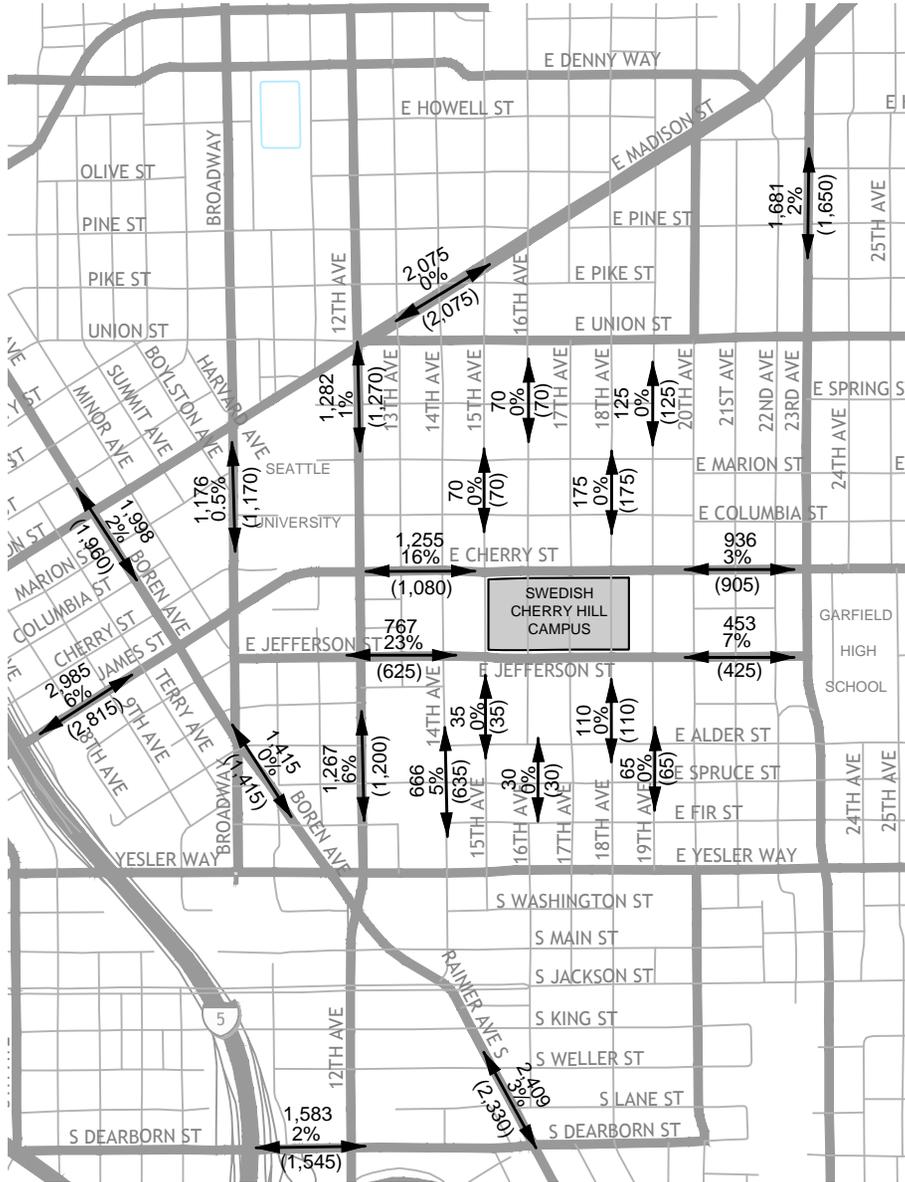


Alternatives 8, 11, & 12 (2023) Weekday Peak Hours Two-Way Link Volumes

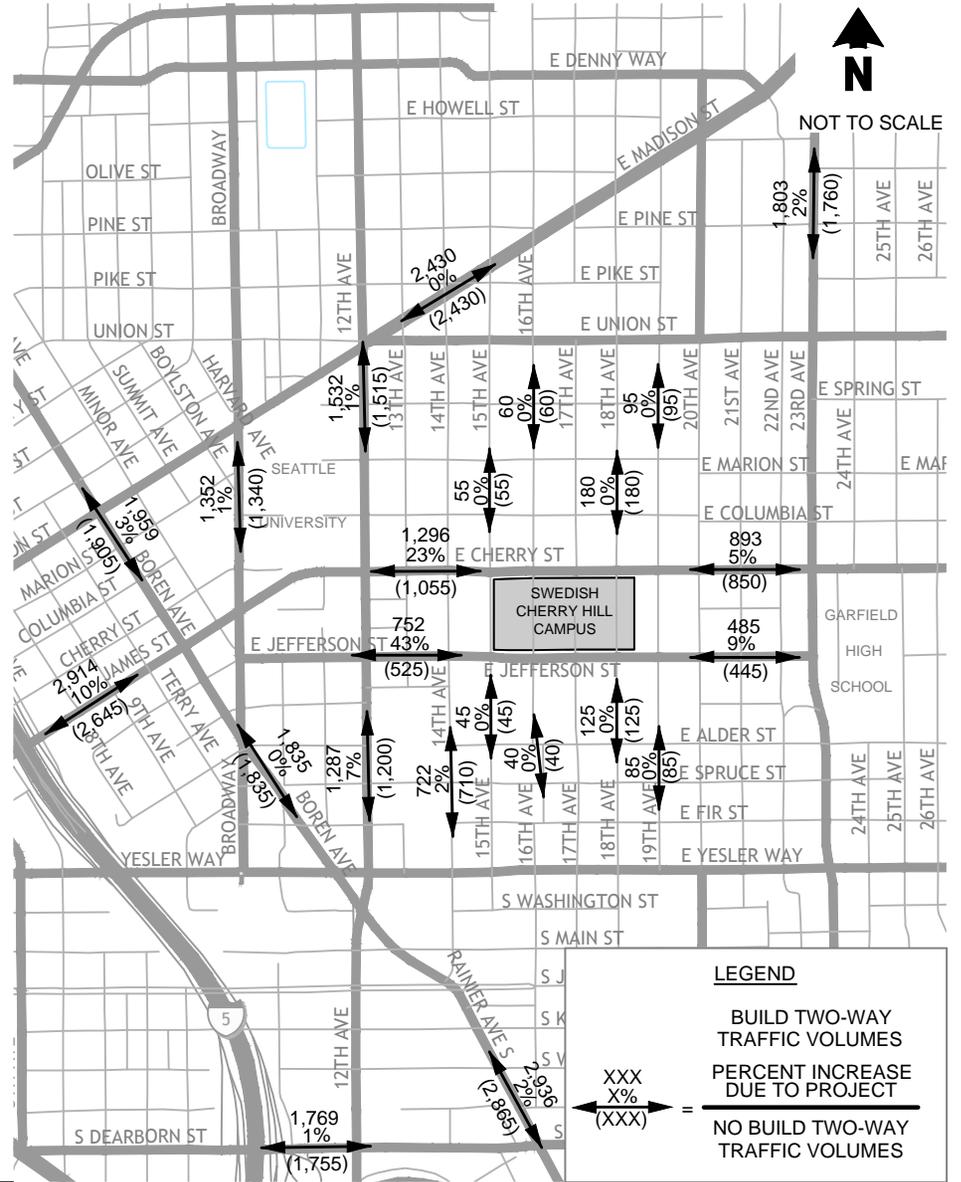
Swedish Cherry Hill MIMP

FIGURE

WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



Alternative 8 (2040) Weekday Peak Hours Two-Way Link Volumes

Swedish Cherry Hill MIMP

FIGURE

As shown in **Figure 34**, in 2040, during the weekday AM peak hour, traffic volumes at the outer edges of the study area, both north and south of the project site, are forecast to increase between 0 to 6 percent. Near the campus where project related traffic is concentrated, increases on the order of 3 to 23 percent are anticipated. Specifically, forecast increases along E Cherry Street and E Jefferson Street range from 28 to 175 vehicles depending on the roadway segment. The largest volume increase is along E Cherry Street between I-5 and 23rd Avenue. Traffic volumes along E Cherry Street range between 936 and 2,985 vph with the proposed expansion, as compared to 905 to 2,815 vph under No Build condition. The second largest volume increase between No Build 2040 and Alternative 8 is anticipated along E Jefferson Street. Traffic volumes along E Jefferson Street between Broadway and 23rd Avenue range from 453 to 767 vph compared to 425 to 625 vph under No Build condition.

As shown in **Figure 34**, during the weekday 2040 PM peak hour, traffic volumes at the outer edges of the study area, both north and south of the project site, are forecast to increase by less than 1 to 10 percent. Near the campus where project related traffic is concentrated, increases on the order of 5 to 43 percent are anticipated. Specifically, increases of up to 240 vehicles are anticipated along E Cherry Street near 12th Avenue. Forecast volumes with the proposed expansion are anticipated to be as high as 2,914 vph near the I-5 interchange compared to 2,645 vph under the No Build condition. The greatest percentage increase of volumes from No Build to Alternative 8 during the weekday PM peak hour would be along E Jefferson Street at 12th Avenue with a 43 percent increase in traffic volumes. The second highest volume increase would be along E Cherry Street, adjacent to the campus, with dual direction traffic volumes ranging between 893 to 1,296 vph depending on the individual block, a 5 to 23 percent increase from the No Build conditions with volumes ranging between 850 and 1,055 vph.

5.6 Traffic Operations

The following describes the future intersection and corridor operations, consistent with previous sections. The results of the intersection LOS and corridor performance analysis are summarized for the weekday AM and PM peak hours for 2023 and 2040 horizon years.

5.6.1 Intersection Operations

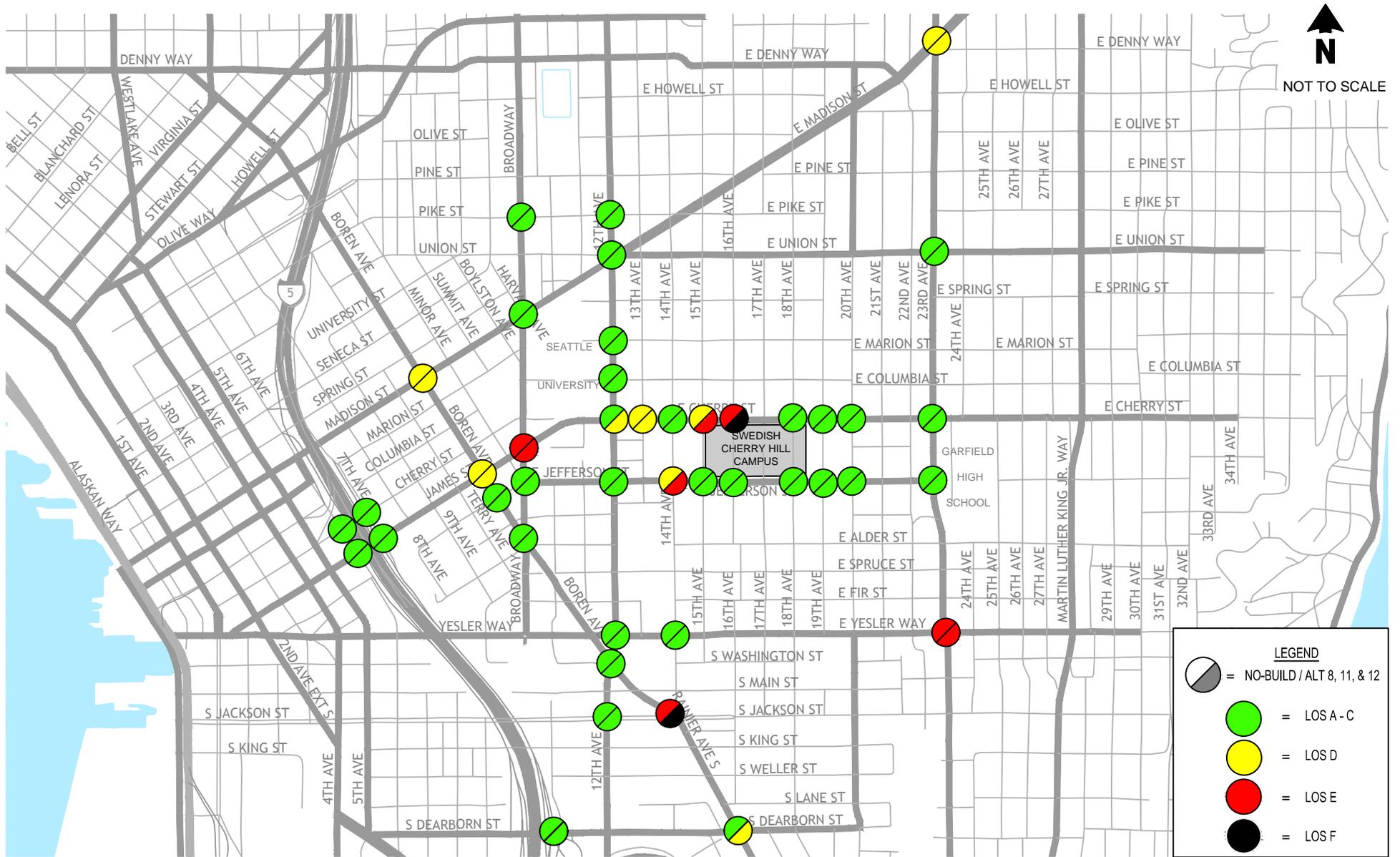
Intersection LOS was calculated at the study intersections using the same method outlined in previous sections. **Figure 35** provides a comparison between No Build and Alternative 8 weekday AM and PM peak hour LOS for the study area. Specific Alternative 8 2023 and 2040 weekday peak hour LOS for each study intersection are displayed on **Figures 36 through 37** with detailed LOS calculations provided in **Attachment C-3**.



Figure 35 No Build and Alternative 8 Weekday Peak Hour Intersection Level of Service Comparison

As shown on **Figure 34**, during the weekday AM peak hour, Alternative 8 would result in two additional intersections operating at LOS F in 2023. During the weekday PM peak hour, the addition of traffic associated with Alternative 8 would result in two additional intersections operating at LOS E and two additional intersections operating at LOS F. In 2040, compared to the No Build conditions, Alternative 8 would result in three additional intersections operating at LOS F during the weekday AM peak hour and one less operating at LOS E. During the weekday PM peak hour, four additional intersections operating at LOS F under Alternative 8 compared to No Build conditions.

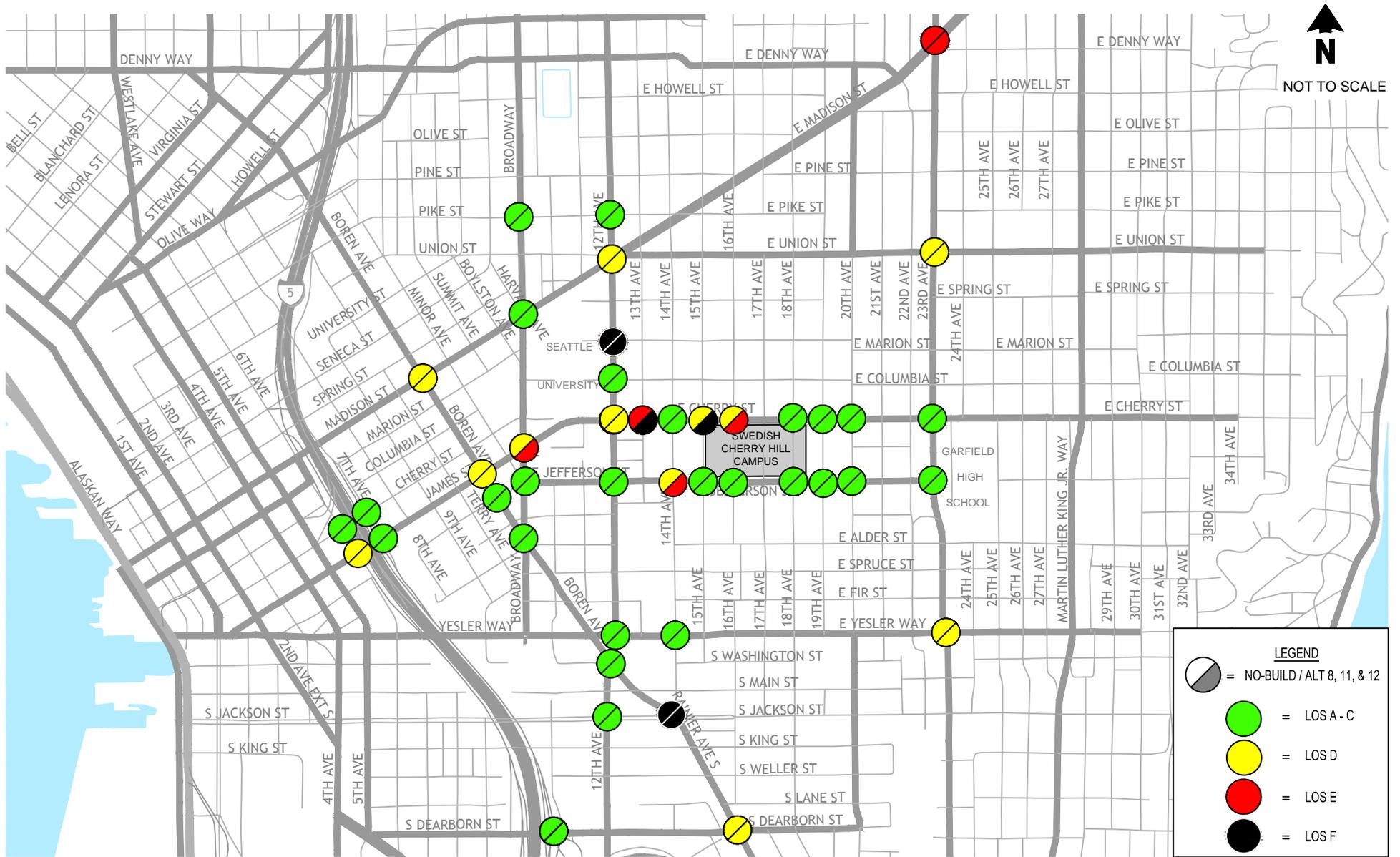
Figures 36 through 39 and the discussion that follows provide additional detail regarding the potential impacts of Alternative 8 during the weekday AM and PM peak hours. **Figures 36 and 37** also identify Alternatives 11 and 12 since the 2023 conditions are the same for all Build Alternatives.



Alternatives 8, 11, & 12 (2023) Weekday AM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

\\SRV-DFS-WA\mm_projects\Projects\11\1244.00 Swedish Providence Cherry Hill Campus\Graphics\FEIS\Swedish_Graphic01 <34-LOS AM (2023) Build> Francescal 10/16/14 16:26



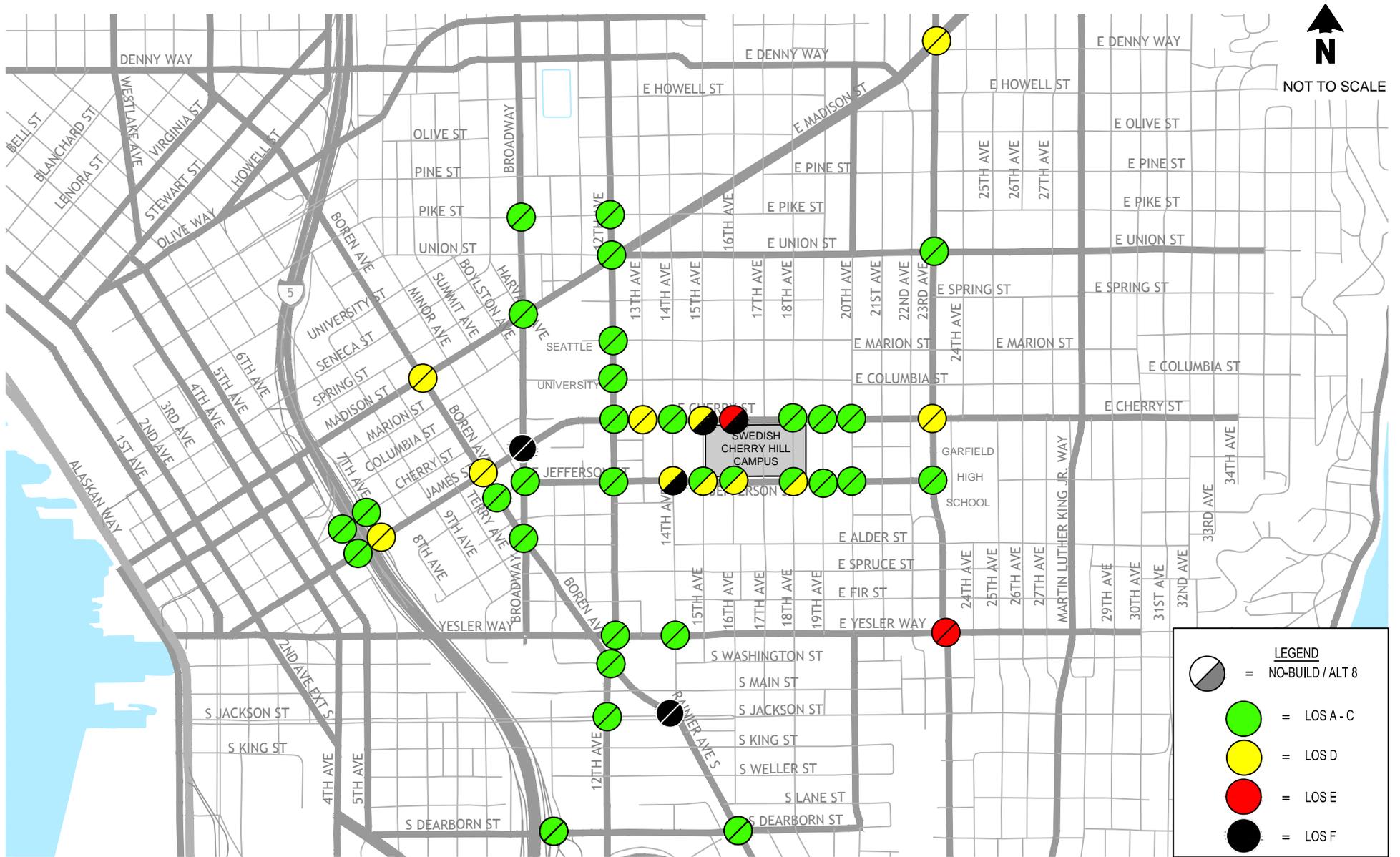
Alternatives 8, 11, & 12 (2023) Weekday PM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

\\SRV-DFS-WA\mm_projects\Projects\11\1244.00 Swedish Providence Cherry Hill Campus\Graphics\FEIS\Swedish_Graphic01 <35-LOS PM (2023)> Francescal 10/16/14 16:26

FIGURE

37



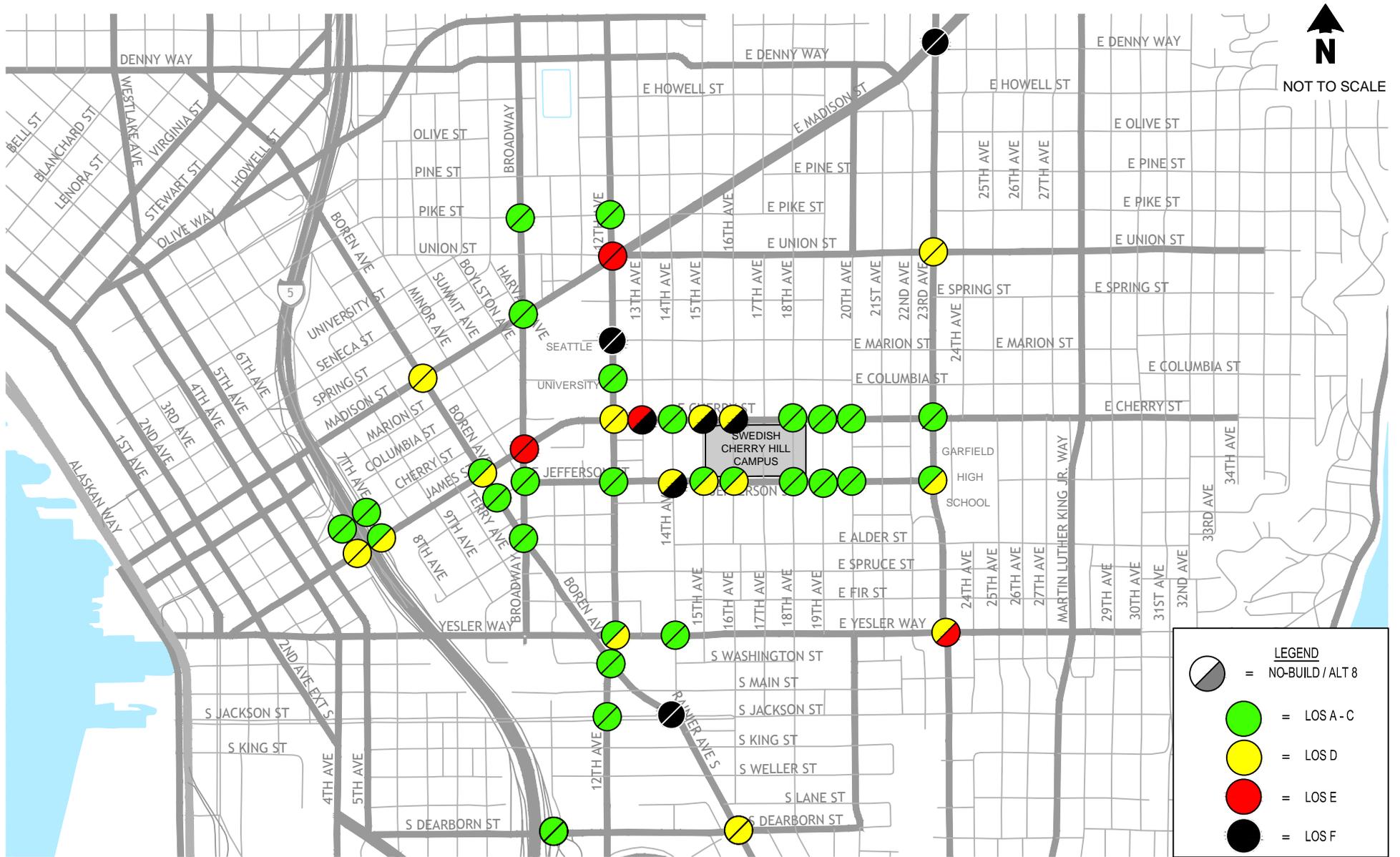
Alternative 8 (2040) Weekday AM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

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FIGURE

38



Alternative 8 (2040) Weekday PM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

\\SRV-DFS-WA\mm_projects\Projects\11\1244.00 Swedish Providence Cherry Hill Campus\Graphics\FEIS\Swedish_Graphic01 <37-LOS PM (2040) Alt 8> Francescal 10/16/14 16:26

Intersections identified are forecasted to operate at LOS E or F during either the AM or PM peak hours in 2023 include:

- **23rd Avenue / Madison Street** – This intersection would continue to operate at LOS E during the weekday PM peak hour with the development of Alternative 8. As noted in the No Build analyses, transit related projects along the Madison Street corridor are expected to reduce overall intersection capacity. The change in delay as a result of Alternative 8 is anticipated to be less than one second.
- **12th Avenue / E Marion Street** – This unsignalized intersection would continue to operate at LOS F during the weekday PM peak hour under Alternative 8 conditions due to the high pedestrian volumes at this location. The worst movement at this side-street stop-controlled intersection being the eastbound left-turn, leaving the Seattle University campus.
- **Broadway / James Street** – During the weekday PM peak hour, operations at this signalized intersection would degrade from LOS D under No Build 2023 conditions to LOS E with development of Alternative 8. During the weekday AM peak hour, LOS E operations would continue for both No Build and Alternative 8 conditions. Alternative 8 would result in a less than 5 second increase in overall delay at the Broadway/James Street intersection.
- **13th Avenue / E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS E under No Build 2023 conditions to LOS F with Alternative 8 during the weekday PM peak hour. Alternative 8 is anticipated to add approximately 15 seconds of delay.
- **15th Avenue / E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS D under No Build 2023 conditions to LOS E and LOS F under Alternative 8 2023 conditions during the weekday AM and PM peak hours, respectively. Traffic volumes on the northbound approach are relatively low with a total weekday PM peak hour volume of approximately 90 vph and the proposed expansion is anticipated to result in an approximately 12 percent increase in overall traffic volumes at this location. During the weekday AM peak hour, traffic volumes on the northbound approach are approximately 60 vph and the proposed expansion is anticipated to result in an approximately 8 percent increase in overall traffic volumes at this location.
- **16th Avenue / E Cherry Street** – During the weekday AM peak hour, the level of service for the northbound approach would degrade from LOS E to LOS F with development of Alternative 8 and would degrade to LOS E during the weekday PM peak hour from LOS D under No Build conditions. The LOS E operations are associated with the increased traffic volumes on the northbound approach combined with the additional east/west traffic on E Cherry Street. Traffic volumes on the northbound approach are relatively low with a total weekday AM and PM peak hour volumes of approximately 50 to 115 vph, respectively. The expansion is anticipated to result in an approximately 6 to 9 percent increase in overall traffic volumes at the intersection for the weekday AM and PM peak hours.
- **14th Avenue / E Jefferson Street** – Under No Build conditions, this intersection is forecast to operate at LOS D during both the AM and PM peak hours. With the development of Alternative 8, this intersection would degrade to LOS E during both the AM and PM peak hours. This intersection is currently controlled by an all-way stop. Under 2023 build

conditions, traffic volumes are expected to increase by 6 – 8 percent during the weekday AM and PM peak hours, respectively.

- **23rd Avenue / E Yesler Way** – This signalized intersection would remain at LOS E with the addition of Alternative 8 during the weekday AM peak hour. Alternative 8 traffic would add less one second of delay as compared to No Build 2023 AM peak hour conditions. As discussed previously, poor operations are due to the reduced capacity as a result of the 23rd Avenue Transit Corridor Improvements.
- **14th Avenue / S Jackson Street** – This signalized intersection is projected to operate at LOS F during both the weekday AM and PM peak hour under Alternative 8 conditions. As discussed previously, poor operations are related to signal operations as a result of the streetcar. The proposed expansion would increase traffic at this intersection by approximately one percent during both the AM and PM peak hours resulting in an increase in intersection delay of approximately 7 and 4 seconds during the AM and PM peak hours, respectively.

By 2040 with the development of Alternative 8, the intersections operating at LOS E or worse include:

- **12th Avenue / Madison Street** – This intersection would continue operating at LOS E during the weekday PM peak hour under Alternative 8 conditions. The proposed expansion is anticipated to increase intersection delay by less than one second as compared to the No Build 2040 conditions reflecting an increase in traffic volumes of less than one percent during the weekday PM peak hour.
- **23rd Avenue / Madison Street** – This intersection would continue to operate at LOS F during the weekday PM peak hour. The proposed expansion is anticipated to increase intersection delay by approximately one second as compared to the No Build 2040 conditions reflecting an increase in traffic volumes of approximately one percent during the weekday PM peak hour.
- **12th Avenue / E Marion Street** – This intersection would continue to operate at LOS F on the eastbound left-turn movement with the development of Alternative 8 during the weekday PM peak hour. Poor operations at this intersection are related to the high level of pedestrian volumes. The expansion is anticipated to result in an increase of approximately one percent in overall traffic volumes at the intersection.
- **Broadway / James Street** – Operations at this signalized intersection would continue to operate at LOS F during the weekday AM peak hour and LOS E during the weekday PM peak hour under Alternative 8 conditions. Alternative 8 would increase traffic at this intersection by approximately 5 and 7 percent during the weekday AM and PM peak hours in 2040, respectively.
- **13th Avenue / E Cherry Street** – Operations of the northbound approach of this unsignalized intersection would degrade from LOS E under No Build 2040 conditions to LOS F under Alternative 8 2040 conditions during the weekday PM peak hour. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 70 and 95 vph during the weekday PM peak hour under 2040 conditions. Alternative 8 would result in an increase in overall traffic volumes of approximately 20 percent at the 13th Avenue/E Cherry Street intersection in 2040 during the weekday PM peak hour.

- **15th Avenue / E Cherry Street** – The northbound approach at this unsignalized intersection would degrade from LOS D under No Build 2040 conditions to LOS F under Alternative 8 2040 conditions during the weekday AM and PM peak hours. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 25 and 125 vph during the weekday PM peak hour under 2040 conditions and Alternative 8 would result in an approximately 24 percent increase in traffic volumes at this intersection. Similarly, during the weekday AM peak hour, the northbound and southbound traffic volumes range between 25 and 70 vph under 2040 conditions and Alternative 8 would result in an approximately 16 percent increase in traffic volumes at this intersection.
- **16th Avenue / E Cherry Street** – The operations on the northbound approach of this unsignalized intersection would degrade from LOS E and D under No Build 2040 conditions during the weekday AM and PM peak hours, respectively, to LOS F under Alternative 8 2040 conditions during both the weekday AM and PM peak hours. The LOS F operations are related to the increases in traffic volumes along Cherry Street with approximately 60 to 150 northbound left-turns during the AM and PM peak hours. During the weekday AM and PM peak hours in 2040, overall traffic volumes would increase by approximately 15 to 20 percent, respectively, at 16th Avenue/E Cherry Street with the development of Alternative 8.
- **14th Avenue / E Jefferson Street** – Under No Build conditions, this intersection is forecast to operate at LOS D during both the AM and PM peak hours. With the development of Alternative 8 this intersection degrades to LOS F during both the AM and PM peak hours. This intersection is currently controlled by an all-way stop. Under 2040 build conditions, traffic volumes are expected to increase by 13 – 19 percent during the AM and PM peak hours, respectively.
- **23rd Avenue / E Yesler Way** – Under No Build 2040 conditions, this intersection is anticipated to operate at LOS E during the weekday AM peak hour and LOS D during the weekday PM peak hour. With the development of Alternative 8, this intersection would operate at LOS E during both the weekday AM and PM peak hours. Alternative 8 would increase delay by approximately one second during the weekday AM and PM peak hours. In addition, Alternative 8 would increase traffic at this intersection by approximately one percent during the weekday AM peak hour and PM peak hours.
- **14th Avenue / S Jackson Street** – This signalized intersection is projected to operate at LOS F during the weekday AM and PM peak hours under No Build and Alternative 8 conditions. As discussed previously, poor operations are related to signal operations as a result of the streetcar. The project would result in an increase in intersection delay of approximately 24 seconds during the weekday AM peak hour and 7 seconds during the weekday PM peak hour and less than three percent increase in overall intersection traffic volumes during both the weekday AM and PM peak hours.

All other study intersections would operate at LOS D or better with Alternative 8 under 2023 and 2040 conditions during both the weekday AM and PM peak hours.

Neighborhood Assessment

During the weekday AM peak hour, within the immediate vicinity of the campus, intersections along E Cherry and E Jefferson Streets are expected to operate at LOS D or better under 2023 conditions except for two unsignalized intersections, 14th Avenue/E Jefferson Street and 16th Avenue/E Cherry Street. As described above, the 14th Avenue/E Jefferson Street intersection would operate at LOS E due to the anticipated increases in traffic volumes along both 14th Avenue and E Jefferson Street. The 16th Avenue/E Cherry Street intersection operates at LOS E due to anticipated growth in volumes at the intersection. By 2040, during the weekday AM peak hour, the 15th Avenue/E Cherry Street intersection would also degrade to LOS E and the 14th Avenue/E Jefferson Street and 16th Avenue/E Cherry Street intersections would degrade to LOS F. These operations are related to the overall increases in traffic volumes along both E Cherry Street and E Jefferson Street.

During the weekday PM peak hour, under 2023 conditions, intersections along E Cherry and E Jefferson Streets operate at LOS D or better, with the exception of four intersections, 13th Avenue/ E Cherry Street, 15th Avenue/E Cherry Street, 16th Avenue/E Cherry Street, and 14th Avenue/E Jefferson Street. As described above, these four intersections are stop controlled, 13th, 15th, and 16th Avenue along E Cherry Street being two-way stop controlled and 14th Avenue / E Jefferson Street being a four-way stop controlled intersection. The 15th Avenue/E Cherry Street, 16th Avenue/E Cherry Street, and 14th Avenue/E Jefferson Street intersections would operate at LOS E and the 13th Avenue/E Cherry Street intersection would operate at LOS F due to increased project volumes through these intersections.

Increases in traffic volumes of up to 43 percent along E Cherry and E Jefferson Streets would make it progressively more challenging for side-street traffic to enter the traffic stream. By 2040, during the weekday PM peak hour with the development of Alternative 8, intersections along E Cherry and E Jefferson Streets are projected to operate at LOS D or better, with the exception of four intersections, the three intersections previously mentioned as well as 16th Avenue/ E Cherry Street. The three intersections along E Cherry Street are two-way stop controlled and the 14th Avenue/E Jefferson Street intersection is four-way stop controlled. All four intersections operate at LOS F as a result of increases in traffic volume with the proposed expansion.

Along E Cherry Street traffic signals exist at the 14th Avenue/E Cherry Street and 18th Avenue/E Cherry Street intersections. These traffic signals provide an opportunity to utilize a signal controlled intersection to exit from the neighborhood, if the unsignalized intersection approaches exceed the delay tolerance for a driver. The two existing signalized intersections are projected to operate at LOS C or better during the weekday AM and PM peak hours in 2040.

5.6.2 Corridor Operations

Consistent with the Affected Environment and No Build evaluations, the travel speeds and travel times along E Cherry Street/James Street from I-5 to 23rd Avenue were evaluated using Synchro. A comparison of travel times along the James Street and E Cherry Street corridors under No Build and Alternative 8 conditions is provided in **Table 11**. Travel time calibration factors discussed in previous sections were applied to the Alternative 8 projections.

Table 11
Weekday Peak Hour Comparison of No Build
and Alternative 8 Travel Times

| Segment | Direction | 2023 Horizon Year | | | | 2040 Horizon Year | | | |
|--|-----------|---------------------------------|-------|---------------------|-------|---------------------------------|-------|---------------------|-------|
| | | Travel Time (m:ss) ¹ | | Average Speed (mph) | | Travel Time (m:ss) ¹ | | Average Speed (mph) | |
| | | No Build | Alt 8 | No Build | Alt 8 | No Build | Alt 8 | No Build | Alt 8 |
| AM Peak Hour | | | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:12 | 04:14 | 7 | 7 | 04:24 | 04:23 | 7 | 7 |
| | WB | 03:31 | 03:45 | 9 | 8 | 03:34 | 04:11 | 9 | 7 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 04:19 | 04:13 | 12 | 12 | 04:09 | 04:13 | 13 | 12 |
| | WB | 02:59 | 03:01 | 12 | 12 | 02:53 | 03:04 | 13 | 12 |
| PM Peak Hour | | | | | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:11 | 04:11 | 7 | 7 | 04:11 | 04:13 | 7 | 7 |
| | WB | 06:30 | 07:32 | 5 | 5 | 05:52 | 09:06 | 6 | 4 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 01:51 | 01:51 | 19 | 19 | 01:51 | 01:52 | 19 | 19 |
| | WB | 03:10 | 03:29 | 11 | 10 | 03:11 | 03:39 | 11 | 10 |

1. m:ss = minutes:seconds

As shown in **Table 11**, with development of Alternative 8, corridor operations would degrade slightly in 2023 with average speed decreasing by one mph along both James Street in the westbound direction during the AM peak hour and E Cherry Street in the westbound direction during the PM peak hour. As discussed in the review of No Build 2023 conditions, given the existing capacity constraints along the corridor changes in travel times and speeds are generally small. The largest increase in travel time for the 2023 conditions with Alternative 8 would be along James Street in the westbound direction with an increase of approximately one minute. Similar conditions would exist during the 2040 conditions, with travel times and average speeds, showing generally small increases and decreases, respectively, as a result of Alternative 8 compared to No Build conditions. The exception is along James Street in the westbound direction during the weekday PM peak hour where travel time would increase by approximately three minutes between No Build and Alternative 8 conditions in 2040.

5.7 Traffic Safety

Based on the three-year accident history reviewed in Section 3.7, the study area has not experienced an unusually high level of accidents to date except at the James Street/6th Street intersection. As discussed in the Affected Environment, SDOT has identified several HCLs in the vicinity based on 2013 data including 6th Avenue/James Street, 6th Avenue/Cherry Street, Broadway/E Pike Street, 12th Avenue /E Jefferson Street, and 12th Avenue/E Pike Street. The peak hour traffic volume impacts at these intersections are anticipated to be relatively small (i.e., 2 to 4 percent increase in volume at 2023 and 2040) except for at the 12th Avenue /E Jefferson Street intersection where impacts would be higher depending on the level of development. In

general, as traffic volumes increase, the potential for traffic safety issues increases proportionately.

As described in Section 5.5.3, Alternative 8 would increase traffic along both E Cherry Street and E Jefferson Street at varying levels. On E Cherry Street, in the vicinity of the campus, 2040 weekday PM peak hour traffic volumes are forecast to increase by 4 to 20 percent depending on the roadway segment. Similarly, along E Jefferson Street, by 2040 traffic volumes are forecast to increase by 8 to 39 percent during the weekday PM peak hour. It would likely become progressively more challenging for side-street traffic at unsignalized intersections to enter the traffic stream. Indicators of this are found in the Traffic Operations described above.

Increased traffic along the E Cherry Street and E Jefferson Street corridor increases the potential for conflicts between pedestrians and vehicles. Along E Cherry Street several signalized crossings are provided at key intersections. Additional signalized crossings could be considered in the future to provide additional vehicular capacity and pedestrian safety enhancements at key neighborhood connection points. Projects to address intersection capacity and pedestrian/vehicle safety are discussed in the mitigation section of this report.

With the improvements related to the First Hill Streetcar, including additional signalized crossings and bicycle lanes, the safety of pedestrian and bicyclist would likely improve along that alignment. In addition, as part of Alternative 8, pedestrian and bicycle enhancements would be provided along the campus frontage as described in Section 5.3, Pedestrian and Bicycle Transportation.

5.8 Parking

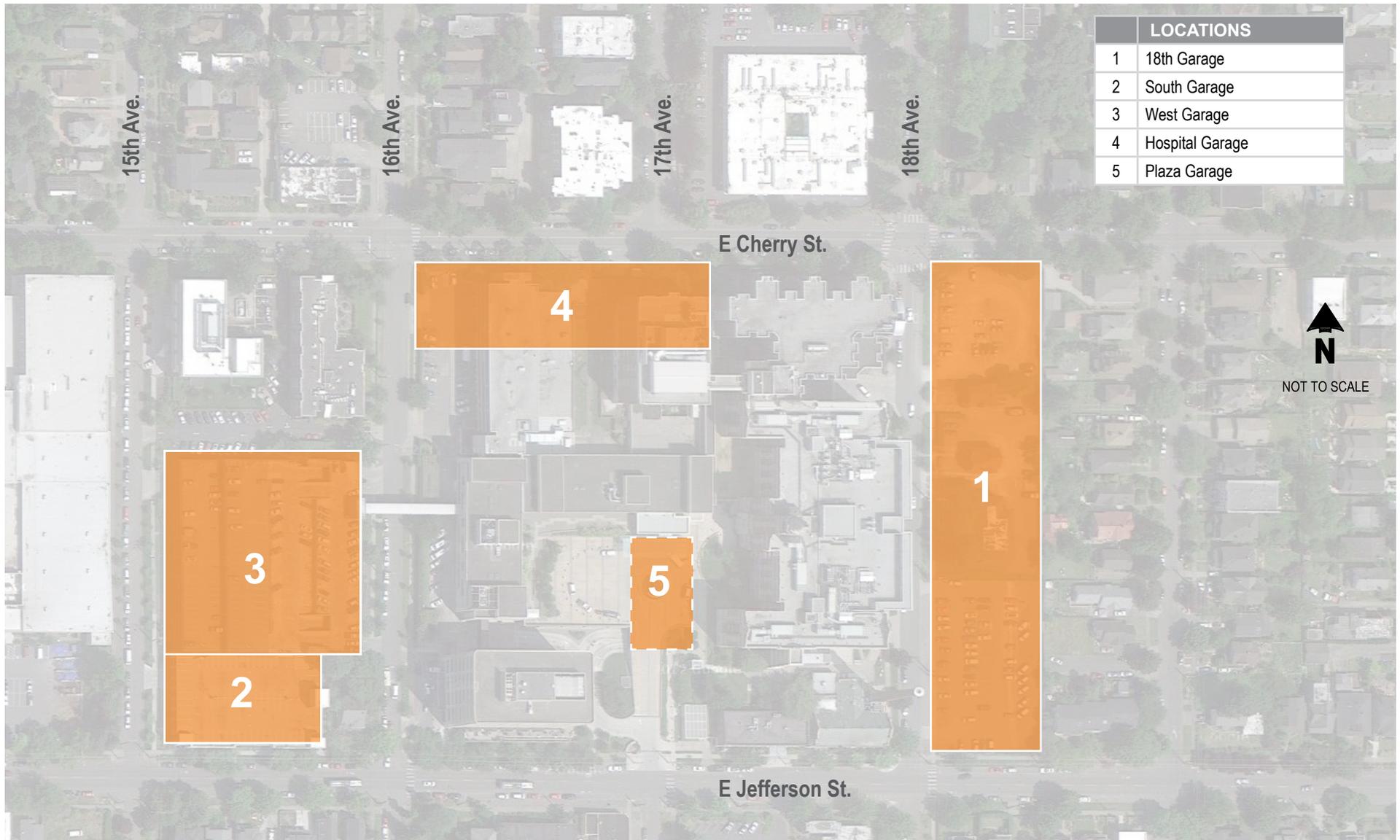
Figure 40 illustrates the proposed location of off-street parking with Alternative 8. Alternatives 11 and 12 would have the same proposed off-street parking locations as Alternative 8. The initial phases of development would include construction of the 18th and 16th parking garages, which would constitute the majority of the Swedish Cherry Hill parking. The following describes the code required parking and anticipated parking demand as a result of Alternative 8.

Code Required Supply

The Seattle Municipal Code (SMC) establishes a minimum and maximum number of parking stalls allowed for Major Institutions.⁷ The calculation of parking code requirements is based on 100 percent of the hospital doctors and other employees present during the peak, which is 71 percent of all other employees. The 71 percent adjustment factor for other employees is based on clinic and hospital shift times.

Table 12 summarizes the code required parking for Alternative 8 based on SMC. Projections for staff and patient population are consistent with the trip generation and are based on the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan*, March 31, 2014. As shown in **Table 12**, SMC would require a minimum of 1,935 parking spaces and a maximum of 2,612 spaces with development of Alternative 8.

⁷ Seattle Municipal Code 23.54.016.



Alternatives 8, 11, & 12 Swedish Parking Locations

Swedish Cherry Hill MIMP

Q:\Projects\11\11244.00 Swedish Providence Cherry Hill Campus\Graphics\Figures\11244 Fig 40 build parking facilities.pdf

Table 12
Alternative 8 Parking Code Requirement

| Zoning Code Category | Unit | Code Requirement¹ | Parking Stall Requirement |
|--|-------------|-------------------------------------|----------------------------------|
| Long-term Parking | | | |
| Hospital Based Doctors | 410 | 0.80 stalls | 328 |
| Staff Doctors | 155 | 0.25 stalls | 39 |
| Other Employees Present During Peak | 4,246 | 0.30 stalls | 1,274 |
| Short-term Parking | | | |
| # of Hospital Beds | 484 | 1 stall per 6 beds | 81 |
| Average Daily Outpatients ² | 995 | 1 per five outpatient | 199 |
| Fixed Seats in Auditorium | 140 | 1 stall per 10 seats | 14 |
| Minimum Required Parking Spaces | | | 1,935 |
| Maximum Allowed Parking Spaces (1.35 x Minimum) | | | 2,612 |

1. Seattle Municipal Code 23.54.016.

2. There are 385 hospital beds and 99 beds in the Seattle Medical and Rehabilitation Center.

Demand

Future peak parking demand for the proposed project was developed consistent with the trip generation method. As described in the existing conditions, the peak parking demand for the study area occurs at 10:00 a.m. Future peak parking demands were projected based on the anticipated increases in population. Consistent with the No Build analyses, a 50 percent SOV rate was assumed with Alternative 8. **Table 13** summarizes the No Build and Alternative 8 parking demand.

Table 13
Swedish Cherry Hill Estimated Parking Demand¹ – Alternative 8

| Facilities | No Build | Alternative 8 | |
|---|-----------------|----------------------|--------------|
| | | 2023 | 2040 |
| Hospital | 529 | 794 | 1,130 |
| Clinic/Research | 354 | 551 | 700 |
| Education | 40 | 87 | 121 |
| Hotel | 4 | 7 | 11 |
| Long-Term Care | 40 | 59 | 89 |
| Other Support Facilities | 47 | 47 | 47 |
| Total Parking Demand | 1,014 | 1,545 | 2,098 |
| Effective Parking Demand² | - | 1,700 | 2,310 |

1. The parking demand by facility is estimated based on mode splits and is not reflective of actual parking classification counts.

2. Effective parking demand equals the calculated parking demand plus 10 percent. The 10 percent factor accounts for circulation and turnover within the parking areas.

Table 13 highlights that current parking supply levels, if efficiently utilized, would be adequate to accommodate No Build demands. By 2023 and 2040, additional parking would be needed to accommodate the anticipated parking demand. Relative to the code required parking supply, the anticipated Alternative 8 effective parking demand of 2,310 vehicles by 2040 would be within the range of the minimum and maximum SMC requirement. The effective parking demand accounts for circulation and turnover within the parking areas.

Existing parking surveys documented some vehicles associated with Swedish using on-street parking in the surrounding neighborhood. It is expected, without further action to discourage it, this activity would continue in the future, with or without MIMP approval. Given the current level of on-street parking use, the rate of occurrence may decrease as available on-street parking becomes increasingly scarce with additional development in the area. Further TMP measures and/or cooperation with the City of Seattle parking enforcement may be required to help ensure the constructed on-site parking is used as intended.

6 Impacts of Alternatives 11 and 12

This section documents the impacts associated with the development of Alternatives 11 and 12. Transportation Elements discussed previously in the Affected Environment and No Build discussions are also presented in this section.

The impact analysis of Alternatives 11 and 12 assume a mode-split performance of 50 percent SOV consistent with the No Build and Alternative 8 analyses. As noted previously, the development assumed in the Master Plan is projected to occur over a period of 25 years. Alternatives 11 and 12 would develop 347,000 square-feet less than Alternative 8 for a total of 2,753,000 square-feet. This reduction in square-footage would translate into less hotel, long-term care, and clinical/research development. The short-term (2023) development assumptions for Alternatives 11 and 12 are consistent with the Alternative 8 assumptions.

Table 14 provides a summary of land use assumptions for the short and long term horizon years. As shown in the table, the level of development assumed by the 2023 horizon year results in a total campus development of approximately 2.3 million square-feet. This increase would approximately double the size of the campus. The build-out of Alternatives 11 and 12 result in 2.75 million square-feet of development.

Table 14
Swedish Cherry Hill Land Use Summary – Alternatives 11 and 12

| Facilities | No Build / Existing | Alternatives 11 and 12 | |
|--------------------------|-----------------------|-------------------------|-------------------------|
| | | 2023 | 2040 |
| Hospital | 541,300 sf (196 beds) | 1,014,000 sf (290 beds) | 1,350,000 sf (385 beds) |
| Clinic/Research | 427,000 sf | 1,014,000 sf | 1,070,000 sf |
| Education | 73,000 sf | 100,000 sf | 150,000 sf |
| Hotel | 12,500 sf | 40,000 sf | 40,000 sf |
| Long-Term Care | 43,000 sf (99 beds) | 93,000 sf (99 beds) | 93,000 sf (99 beds) |
| Other Support Facilities | 50,000 sf | 50,000 sf | 50,000 sf |
| Total | 1,146,800 sf | 2,311,000 sf | 2,753,000 sf |

sf = square-feet

Source: Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan, May 22, 2014.

6.1 Street System

The street system for Alternatives 11 and 12 would be the same as those described under Alternative 1 (No Build) with no major changes to the local circulation proposed as part of the MIMP.

6.2 Campus Access and Service Vehicle Loading

Alternatives 11 and 12 access and loading as well as impacts would be consistent with the proposal described as part of the Alternative 8 discussion (see Section 5.2 and Figure 24). As discussed previously, access to parking and loading should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels for accessing parking and loading/service areas.

As discussed for Alternative 8, the MIMP seeks relief from City code requirements for loading berths to allow for the consolidation of facilities and reduce the number of loading berths required by code. With the proposed 2,753,000 square-feet of building area served, a total of 78 loading berths would be needed on campus to meet the code requirement for 'high demand' uses as described in SMC 23.54.035. Applying the existing 0.003 berths per 1,000 square-feet to the proposed 2,753,000 square-feet of development would result in a future need for eight loading berths. Additional analysis at the project level will be required to more accurately assess operational needs and establish appropriate loading berth quantities and sizes. The location and access to future loading areas should be evaluated when a specific project is proposed to ensure that loading facilities:

- Are adequately sized and consolidated when possible
- Traffic impacts and impacts to pedestrian circulation are identified and mitigated
- Locate accesses on minor streets where possible
- Are designed to minimize or preferably eliminate the need to make backing maneuvers within public rights of way or block sidewalks.

6.3 Pedestrian and Bicycle Transportation

Alternatives 11 and 12 pedestrian and bicycle transportation as well as impacts would be consistent with Alternative 8 (see Section 5.3). The anticipated daily campus population with Alternatives 11 and 12 would be approximately three percent less than Alternative 8, which could result in slightly fewer pedestrians and bicyclists associated with the campus development.

Impacts of Alternative 9 and 10 on the proposed 18th Avenue neighborhood greenway would be similar to Alternative 8. There would be fewer vehicles and trucks associated with the campus; therefore, there would be fewer conflicts between vehicular traffic and pedestrians and bicyclists.

Based on future population projection of 6,390 employees in 2040, the plan would require 128 bicycle parking spaces by 2040. The campus currently provides 132 bicycle parking spaces; therefore, bicycle parking code requirements for the proposal are already satisfied.

6.4 Transit/Shuttle Services

A transit analysis was conducted consistent with the No Build and Alternative 8 conditions. The 2023 evaluation for Alternatives 11 and 12 are consistent with Alternative 8 given that development levels are projected to be the same.

Figures 41 and 42 provide a comparison of No Build and Alternatives 11 and 12 passenger loads and remaining capacity during the weekday AM and PM peak periods. As shown in the figures, even with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service.

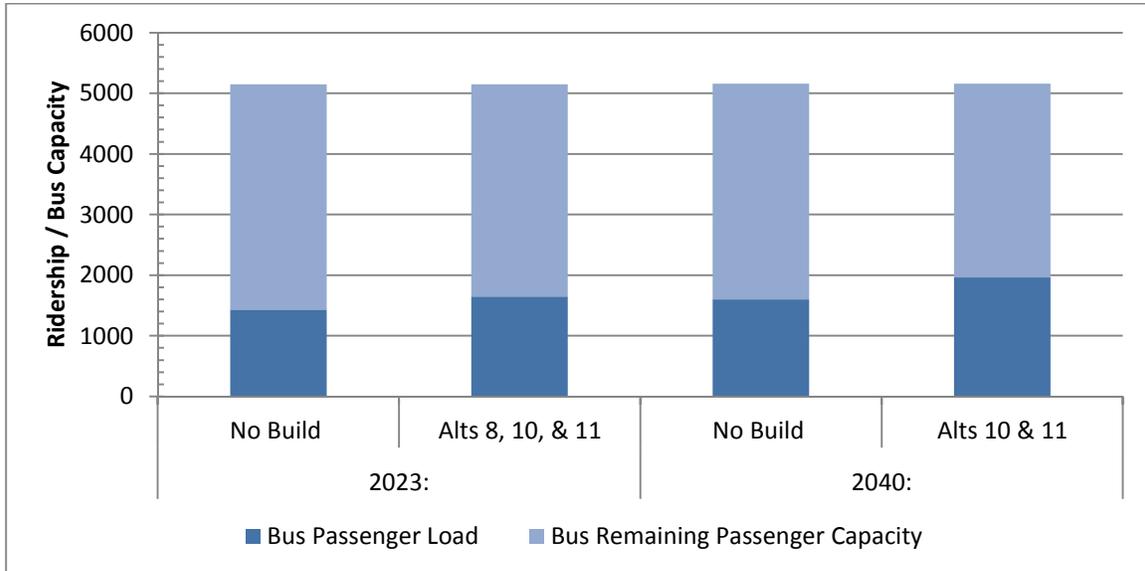


Figure 41 Comparison of No Build and Alternatives 11 and 12 Weekday AM Peak Period Bus Transit Capacity and Ridership

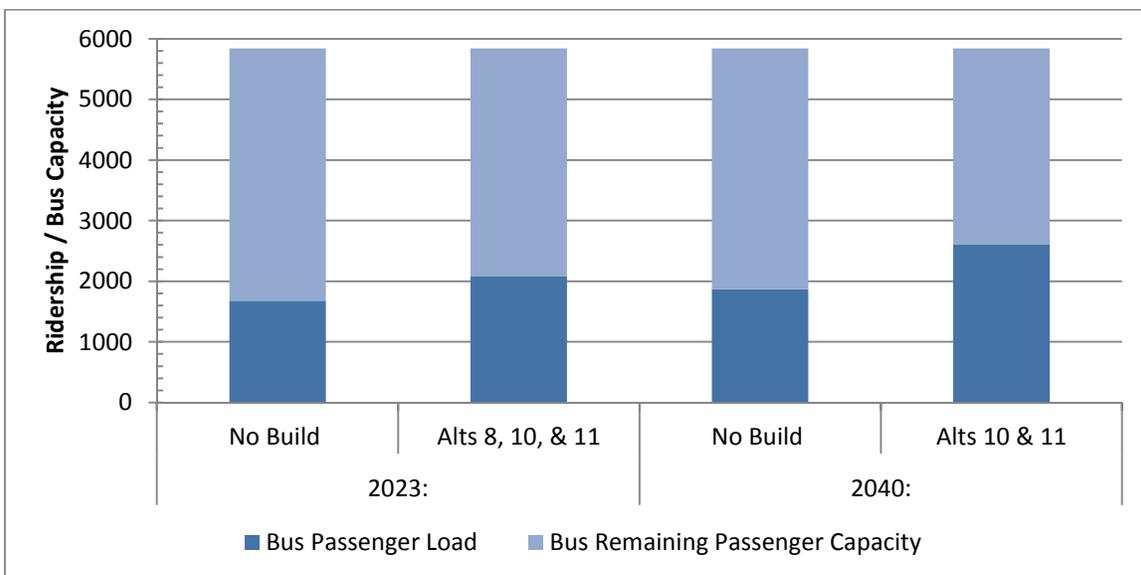


Figure 42 Comparison of No Build and Alternatives 11 and 12 Weekday PM Peak Period Transit Capacity and Ridership

As described for Alternative 8, the existing campus transit stops along E Jefferson Street should be enhanced as part of Alternatives 11 and 12 to accommodate increased ridership. See Section 8.3 for a discussion of the transit enhancements.

As described in the Affected Environment, Swedish Cherry Hill operates an inter-campus shuttle service that serves Swedish First Hill Campus, Cherry Hill Campus, and the Metropolitan Park offices. This service was assumed to continue in the future. The analysis does not assume any increases in shuttle service; however, as staff and patient populations increase it is likely that service frequency, routing and/or area would change to accommodate the increased demand. In addition, consideration should be given to providing a connection between Swedish Cherry Hill and the streetcar and light rail to supplement service cuts and continue to encourage transit use to and from campus and better integrate with regional transit improvements.

6.5 Forecast Traffic Volumes

The methodology used to forecast the future traffic volumes is consistent with Alternative 8, Section 5.5. Forecast volumes with the development of the MIMP were developed by adding expansion related traffic to the No Build (Alternative 1) traffic volumes outlined previously. The No Build traffic accessing the Swedish campus was re-routed based on the future location and distribution of the parking supply.

6.5.1 MIMP Trip Generation Estimates

The method for forecasting new trips for Alternatives 11 and 12 are consistent with Alternative 8 (see Section 5.5.1 for a detailed discussion). **Table 15** summarizes the trip generation for the existing and future conditions. **Attachment C-4** provides the detailed trip generation model for future conditions. As shown in the table, based on the model, the Swedish Cherry Hill campus would generate 5,439 daily trips with 379 occurring during the AM peak hour and 520 occurring during the PM peak hour under No Build conditions. The short-term or Phase 1 development would increase trips by 2,855 net new daily trips with 198 new trips occurring during the AM peak hour and 264 new trips occurring during the PM peak hour. In addition, the build-out of Alternatives 11 and 12 would increase trips by 5,503 net new daily trips with 387 new trips occurring during the AM peak hour and 536 new trips occurring during the PM peak hour, compared to No Build trip volumes.

Table 15
Summary of Swedish Cherry Hill MIMP Trip Generation
(unmitigated) – Alternatives 11 and 12

| Alternative | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|---|--------------|----------------------------|------------|------------|----------------------------|------------|------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| No Build | 5,439 | 229 | 150 | 379 | 89 | 431 | 520 |
| Short-term (2023) – Alternatives 11 and 12 | | | | | | | |
| <i>Net New Trips</i> | 2,855 | 126 | 72 | 198 | 49 | 215 | 264 |
| Total Trips | 8,294 | 355 | 222 | 577 | 138 | 646 | 784 |
| Build-out (2040) – Alternatives 11 and 12 | | | | | | | |

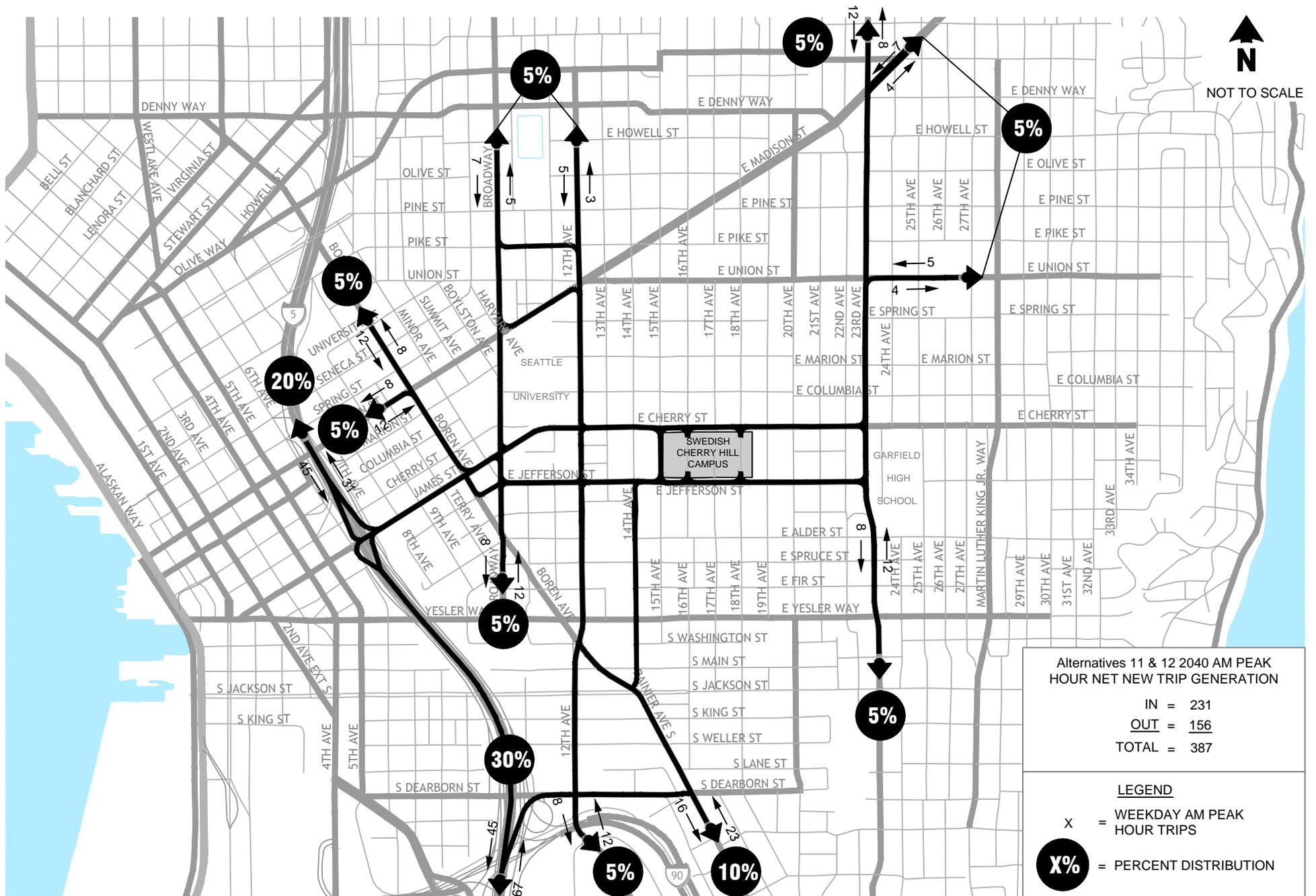
| Alternative | Daily Trips | Weekday AM Peak Hour Trips | | | Weekday PM Peak Hour Trips | | |
|----------------------|---------------|----------------------------|------------|------------|----------------------------|------------|--------------|
| | | Inbound | Outbound | Total | Inbound | Outbound | Total |
| <i>Net New Trips</i> | 5,503 | 231 | 156 | 387 | 87 | 449 | 536 |
| Total Trips | 10,942 | 460 | 306 | 766 | 176 | 880 | 1,056 |

6.5.2 Trip Distribution and Assignment

The Swedish Cherry Hill Campus trip distribution patterns assumed in this study are based on travel patterns identified through the most recent CTR surveys, consistent with Alternative 8. **Figures 29 and 30** provided in Section 5, Impacts of Alternative 8 show the 2023 trip distribution and assignment. The Alternatives 11 and 12 weekday AM and PM peak hour trip distribution and assignment for 2040 are illustrated on **Figures 43 and 44**. As described previously, the trip distribution patterns developed for the project generally reflect the following:

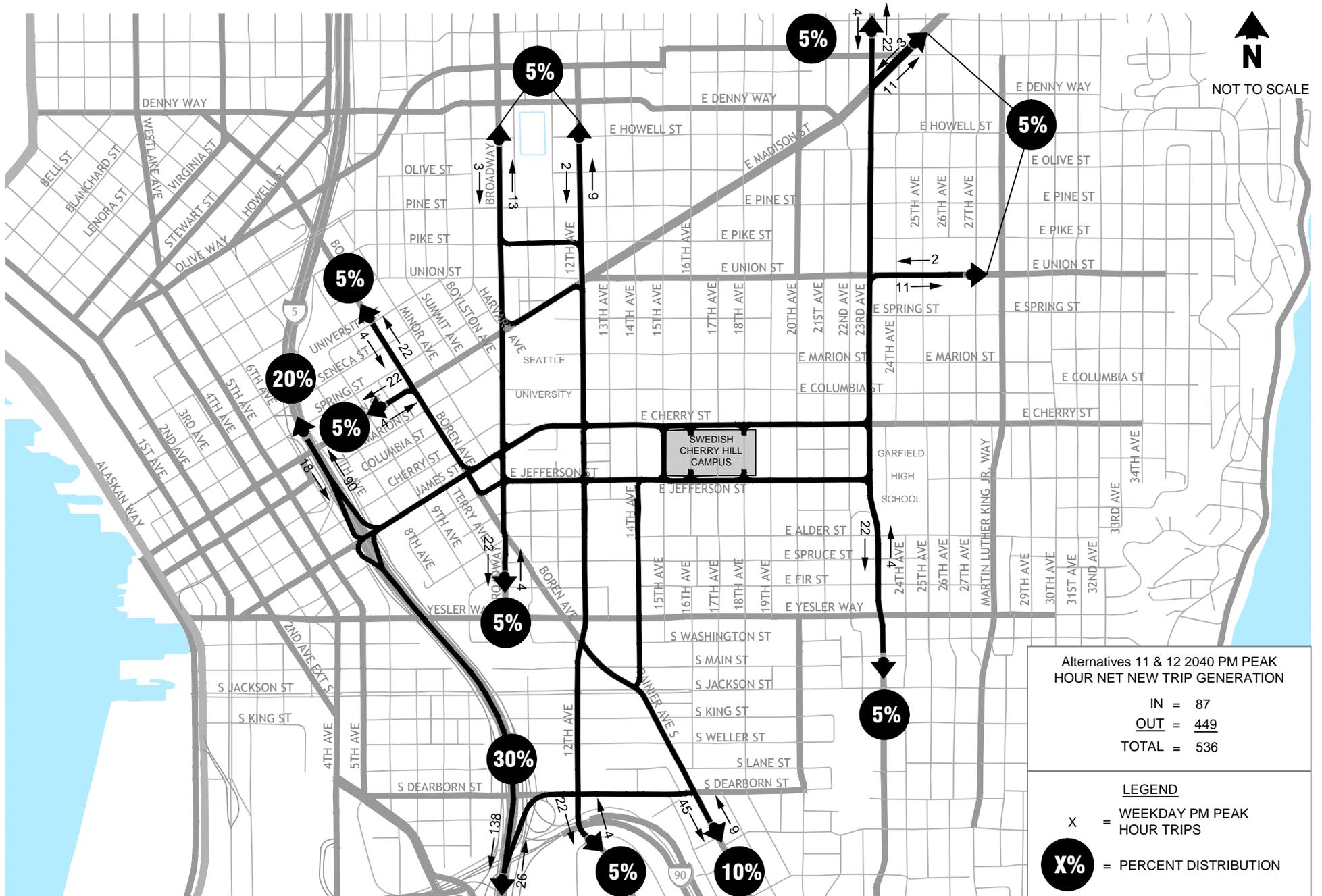
- 20 percent I-5 north
- 30 percent I- 5 south
- 25 percent north via Madison Street, Broadway, 12th Avenue, and 23rd Avenue
- 25 percent south via Broadway, 12th Avenue, Rainier Avenue, and 23rd Avenue

The same trip distribution patterns were utilized for the 2023 and 2040 analysis. All of the trips associated with Alternatives 11 and 12 were assigned to the off-street parking on campus, which potentially results in higher impacts at locations nearest the campus than would otherwise occur with off-campus parking.



Alternatives 11 & 12 (2040) Weekday AM Peak Hour Trip Distribution and Assignment

FIGURE
43



Alternatives 11 & 12 (2040) Weekday PM Peak Hour Trip Distribution and Assignment

FIGURE

Swedish Cherry Hill MIMP

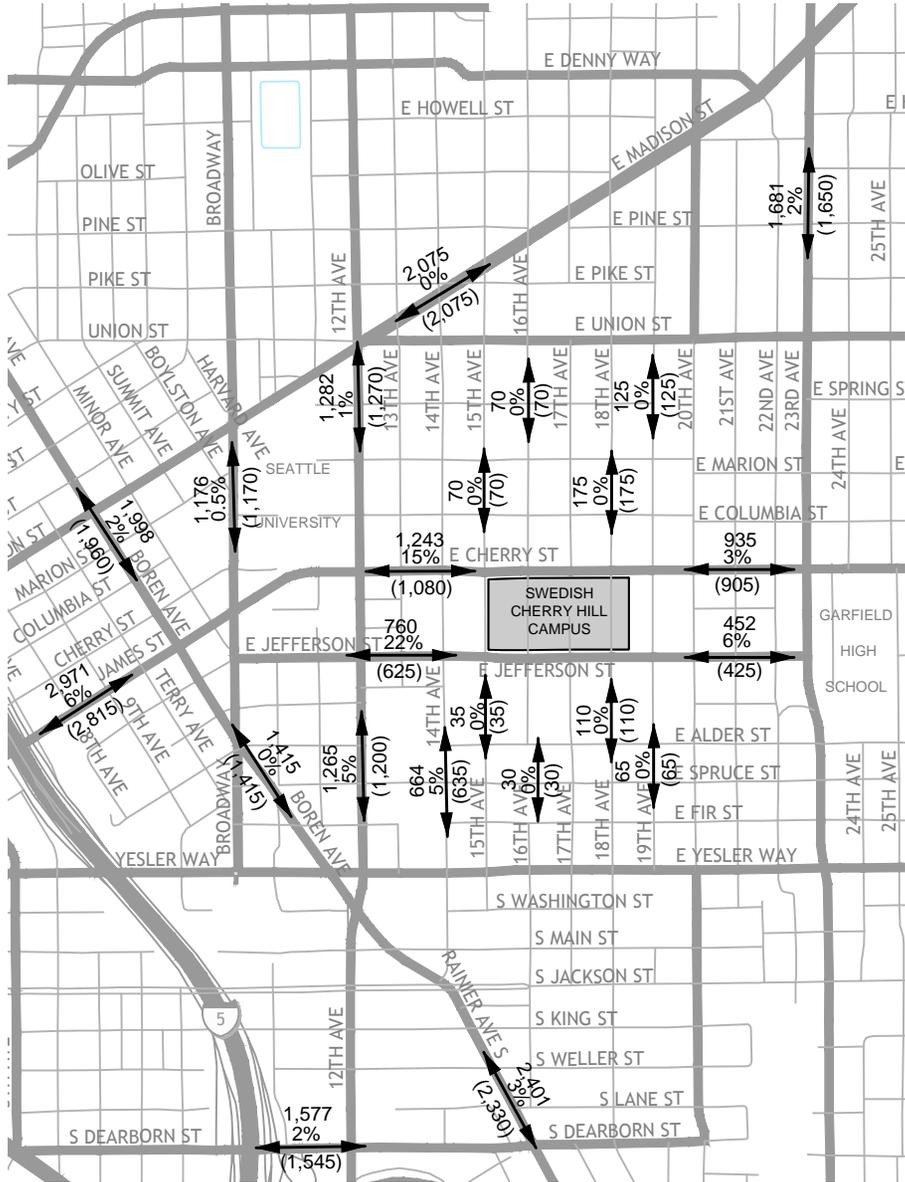
6.5.3 Alternatives 11 and 12 Forecast Traffic Volumes

Projected Swedish net new trips were added to the No Build traffic volumes to form the basis of the Alternatives 11 and 12 analyses. **Figure 45** summarizes the 2040 weekday AM and PM peak hour traffic forecasts for Alternatives 11 and 12. Forecasts for Alternatives 11 and 12 in 2023 are consistent with Alternative 8 and shown on **Figure 31**. The intersection turning movement summaries are included in **Attachment C-1**.

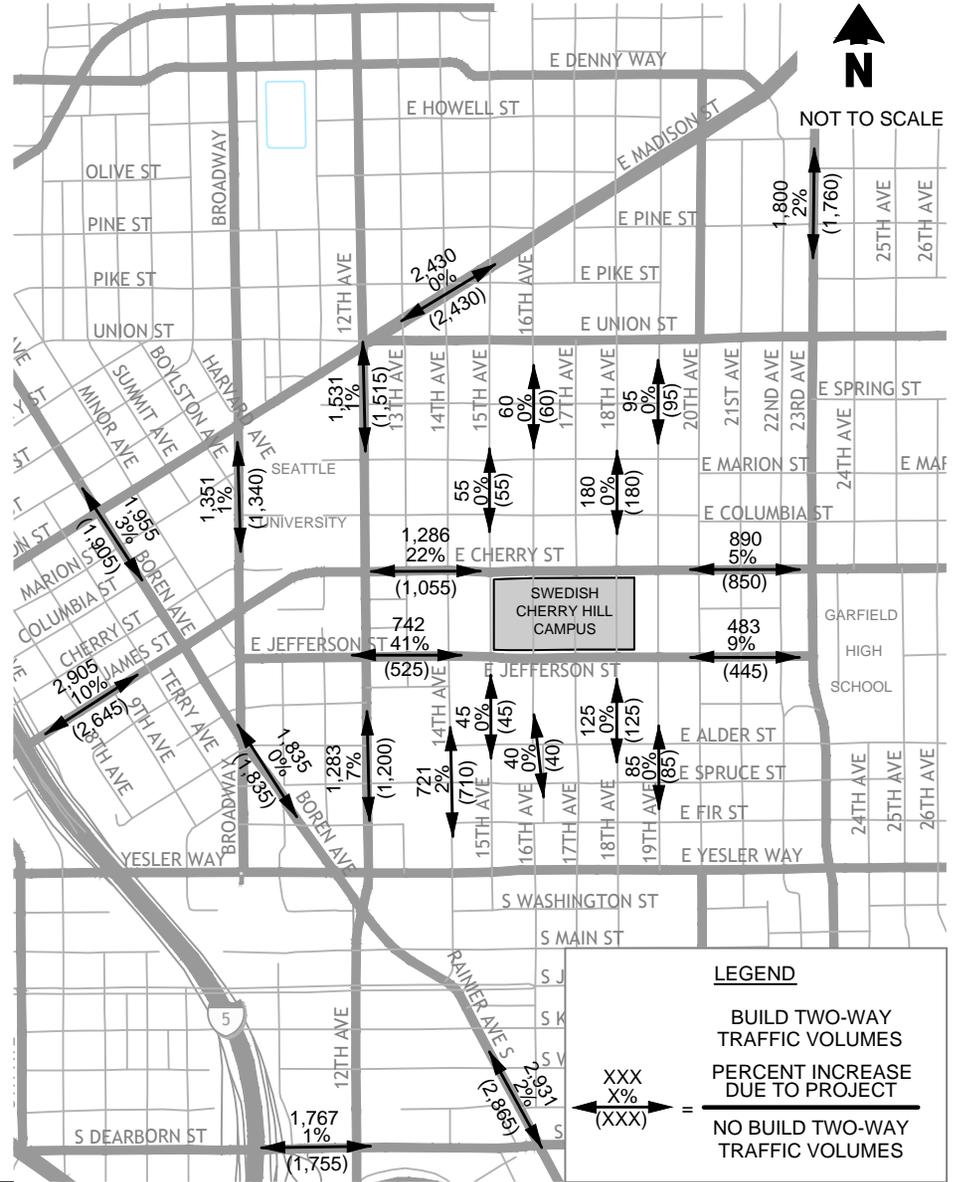
As shown in **Figure 45**, during the weekday AM peak hour in 2040, traffic volumes at the outer edges of the study area, both north and south of the project site, are forecast to increase by 6 percent or less. Near the campus where project related traffic is concentrated, increases on the order of 3 to 22 percent are anticipated. Specifically, forecast increases along E Cherry Street and E Jefferson Street range from 27 to 163 vehicles depending on the roadway segment. The largest volume increase is along E Cherry Street between I-5 and 23rd Avenue. Traffic volumes along E Cherry Street range between 935 and 2,971 vph with the proposed expansion, as compared to 905 to 2,815 vph under No Build condition. The second largest volume increase between No Build 2040 and Alternative 8 is anticipated along E Jefferson Street. Traffic volumes along E Jefferson Street between Broadway and 23rd Avenue range from 452 to 760 vph compared to 425 to 625 vph under No Build condition.

As shown in **Figure 45**, during the weekday 2040 PM peak hour, traffic volumes at the outer edges of the study area, both north and south of the project site, are forecast to increase by 10 percent or less. Near the campus where project related traffic is concentrated, increases on the order of 5 to 41 percent are anticipated. Specifically, increases of up to 231 vehicles are anticipated along E Cherry Street near 12th Avenue. Forecast volumes with the proposed expansion are anticipated to be as high as 2,905 vph near the I-5 interchange compared to 2,645 vph under the No Build condition. The greatest percentage increase of volumes from No Build to Alternative 8 during the weekday PM peak hour would be along E Jefferson Street at 12th Avenue with a 41 percent increase in traffic volumes. The second highest volume increase would be along E Cherry Street, adjacent to the campus, with dual direction traffic volumes ranging between 890 to 1,286 vph depending on the individual block, a 5 to 22 percent increase from the No Build conditions with volumes ranging between 850 and 1,055 vph.

WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



Alternatives 11 & 12 (2040) Weekday Peak Hours Two-Way Link Volumes

Swedish Cherry Hill MIMP

FIGURE

6.6 Traffic Operations

The following describes the future intersection and corridor operations, consistent with previous sections. The results of the intersection LOS and corridor performance analysis are summarized for the weekday AM and PM peak hours for the 2040 horizon year. As noted previously, in 2023 Alternatives 11 and 12 would have the same development levels as Alternative 8; therefore, traffic operations would be consistent (see Section 6.6 for the analysis of 2023 conditions).

6.6.1 Intersection Operations

Intersection LOS was calculated at the study intersections using the same method outlined in previous sections. **Figure 46** provides a comparison between 2040 No Build and Alternatives 11 and 12 weekday AM and PM peak hour LOS for the study area (see Figure 33 for 2023 conditions). Specific Alternatives 11 and 12 2040 weekday peak hour LOS for each study intersection are displayed on **Figures 47 and 48** with detailed LOS calculations provided in **Attachment C-3** (see Figures 36 and 37 for 2023 conditions).

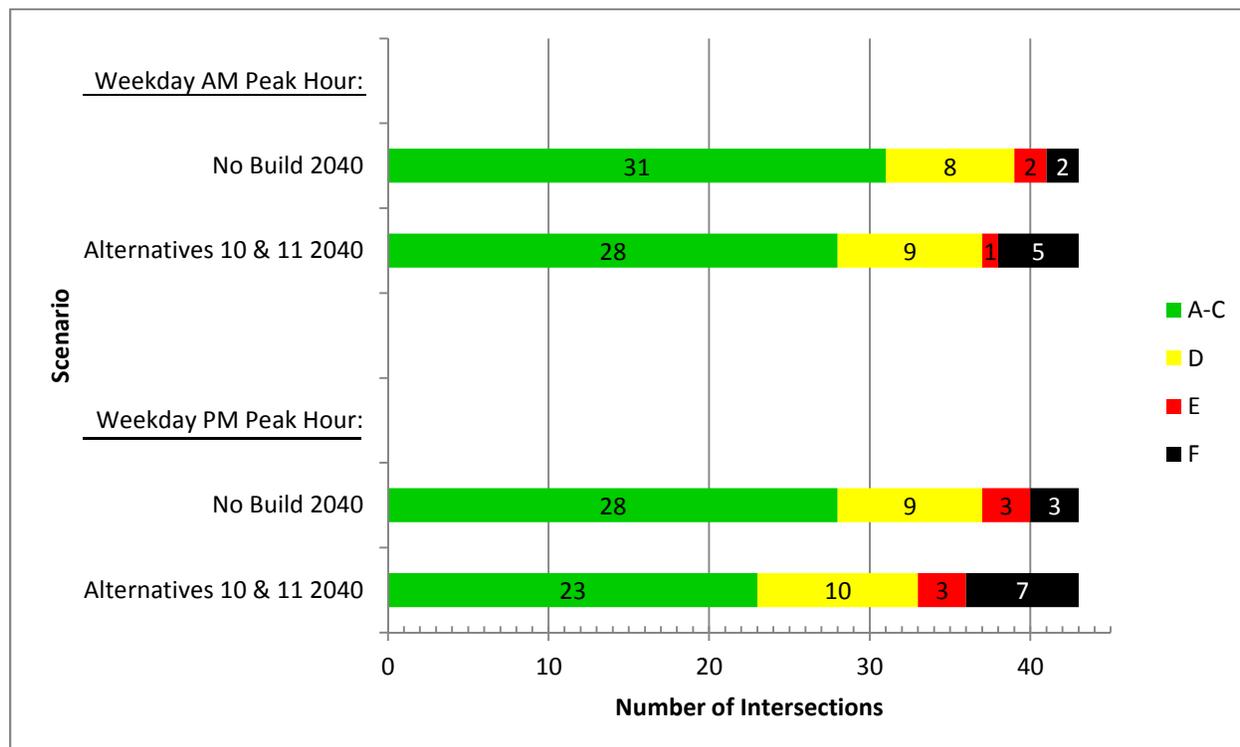


Figure 46 No Build and Alternatives 11 and 12 Weekday Peak Hour Intersection Level of Service Comparison

As shown on **Figure 46**, in 2040, compared to the No Build conditions, Alternatives 11 and 12 would result in three additional intersections operating at LOS F and one less intersection operating at LOS E during the weekday AM peak hour and four additional intersections operating at LOS F during the weekday PM peak hour.

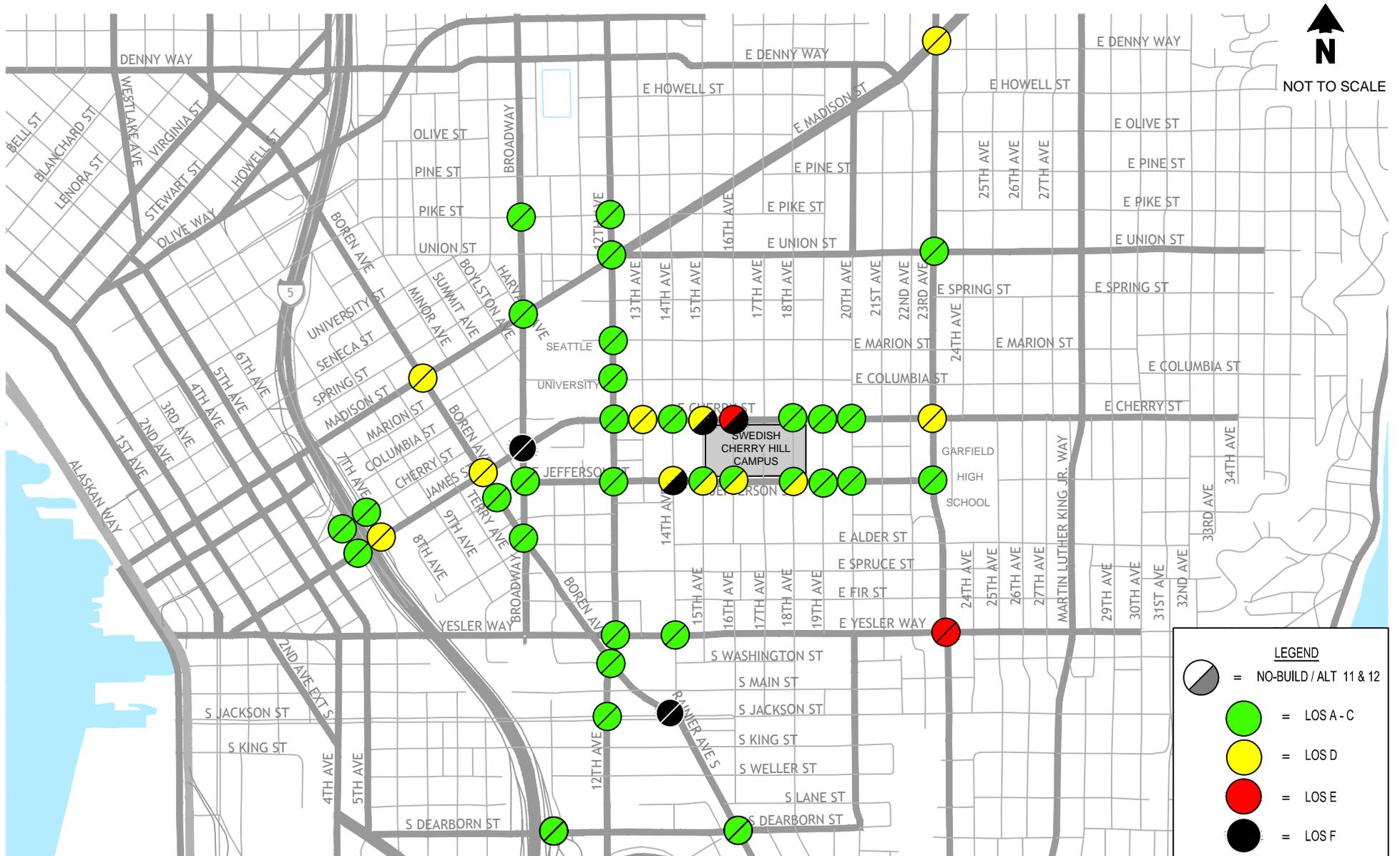
Figures 47 and 48 and the following discussion provide additional detail regarding the potential impacts of Alternatives 11 and 12 during the weekday AM and PM peak hours in 2040.

Intersections identified are forecasted to operate at LOS E or F during either the AM or PM peak hours in 2040 include:

- **12th Avenue / Madison Street** – This intersection would continue operating at LOS E during the weekday PM peak hour under build conditions. The proposed expansion is anticipated to increase intersection delay by less than one second as compared to the No Build 2040 conditions reflecting an increase in traffic volumes of less than one percent during the weekday PM peak hour.
- **23rd Avenue / Madison Street** – This intersection would continue to operate at LOS F during the weekday PM peak hour. The proposed expansion is anticipated to increase intersection delay by approximately one second as compared to the No Build 2040 conditions reflecting an increase in traffic volumes of approximately one percent during the weekday PM peak hour.
- **12th Avenue / E Marion Street** – This intersection would remain at LOS F for the eastbound left-turn movement from No Build conditions to with the development of Alternatives 11 and 12 during the weekday PM peak hour. Poor operations at this location are due to high pedestrian volumes conflicting with vehicular traffic. The expansion is anticipated to result in an increase of approximately one percent in overall traffic volumes at this intersection.
- **Broadway / James Street** – Operations at this signalized intersection would continue to operate at LOS F during the weekday AM peak hour and LOS E during the weekday PM peak hour under Alternatives 11 and 12 conditions. Alternatives 11 and 12 would increase traffic at this intersection by approximately 5 percent during the weekday AM peak hour and 7 percent during PM peak hours in 2040.
- **13th Avenue / E Cherry Street** – The operations on the northbound approach of this unsignalized intersection would degrade from LOS E under No Build 2040 conditions to LOS F under Alternatives 11 and 12 2040 conditions during the weekday PM peak hour. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 70 and 95 vph during the weekday PM peak hour under 2040 conditions. Alternatives 11 and 12 would result in an increase in overall traffic volumes of approximately 19 percent at the 13th Avenue/E Cherry Street intersection in 2040 during the weekday PM peak hour.
- **15th Avenue / E Cherry Street** – The northbound approach of this unsignalized intersection would degrade from LOS D under No Build 2040 conditions to LOS F under Alternatives 11 and 12 2040 conditions during both the weekday AM and PM peak hours. The LOS F operations are related to the increases in traffic volumes along Cherry Street as a result of the project. Northbound and southbound traffic volumes range between 25 and 125 vph during the weekday PM peak hour under 2040 conditions and Alternatives 11 and 12 would result in an approximately 23 percent increase in traffic volumes at this intersection. Similarly, during the weekday AM peak hour, the northbound and southbound traffic volumes range between 25 and 70 vph under 2040 conditions and Alternatives 11 and 12 would result in an approximately 15 percent increase in traffic volumes at this intersection.

- **16th Avenue / E Cherry Street** – The operations on the northbound approach of this unsignalized intersection would degrade from LOS E to LOS F under Alternatives 11 and 12 2040 conditions during the weekday AM peak hour and LOS D to LOS F during the weekday PM peak hour. The LOS F operations are related to the increases in traffic volumes along Cherry Street with approximately 60 to 150 northbound left-turns during the AM and PM peak hours. Overall traffic volumes would increase by approximately 13 to 20 percent at 16th Avenue/E Cherry Street with the development of Alternatives 11 and 12.
- **14th Avenue / E Jefferson Street** – Under No Build conditions, this intersection is forecasted to operate at LOS D during both the AM and PM peak hours. With the development of Alternatives 11 and 12, this intersection would degrade to LOS F during both the AM and PM peak hours. This intersection is currently controlled by an all-way stop. Under 2040 build conditions, traffic volumes are expected to increase by 13 to 18 percent.
- **23rd Avenue / E Yesler Way** – Under No Build and Build 2040 conditions, this intersection is anticipated to operate at LOS E during the weekday AM peak hour and to degrade to LOS E under Build 2040 conditions during the weekday PM peak hour from LOS D under No Build 2040 conditions. Alternatives 11 and 12 would increase the overall traffic at this intersection by less than one percent during both the weekday AM and PM peak hours.
- **14th Avenue / S Jackson Street** – This signalized intersection is projected to operate at LOS F during the weekday AM and PM peak hours under No Build and Alternatives 11 and 12 conditions. As discussed previously, poor operations are related to signal operations as a result of the streetcar. The project would result in an increase in intersection delay of approximately 20 seconds during the weekday AM peak hour and 6 seconds during the weekday PM peak hour and an approximate increase of 2 to 3 percent in overall intersection traffic volumes during the AM and PM peak hours.

All other study intersections would operate at LOS D or better with Alternatives 11 and 12 under 2040 conditions during both the weekday AM and PM peak hours.



Alternatives 11 & 12 (2040) Weekday AM Peak Hour Levels of Service Summary

Swedish Cherry Hill MIMP

\\SRV-DFS-WA\mm_projects\Projects\11\1244.00 Swedish Providence Cherry Hill Campus\Graphics\FEIS\Swedish_Graphic01 <45-LOS AM (2040) Alt 10&11> Francescal 10/16/14 16:26

FIGURE

47

Neighborhood Assessment

During the weekday AM peak hour, within the immediate vicinity of the campus, intersections along E Cherry and E Jefferson Streets are expected to operate at LOS D or better under 2040 conditions except for three unsignalized intersections, 14th Avenue/E Jefferson Street, 15th Avenue/E Cherry Street, and 16th Avenue/E Cherry Street. As described above, the 14th Avenue/E Jefferson Street intersection would operate at LOS F due to the anticipated increases in traffic volumes along both 14th Avenue and E Jefferson Street. The 15th and 16th Avenue/E Cherry Street intersections operate at LOS E and F, respectively, due to anticipated growth in volumes at both intersections and overall increases in traffic volumes along E Cherry Street.

During the weekday PM peak hour, increases in traffic volumes of up to 41 percent along E Cherry and E Jefferson Streets would make it progressively more challenging for side-street traffic to enter the traffic stream. By 2040, during the weekday PM peak hour with the development of Alternatives 11 and 12, intersections along E Cherry and E Jefferson Streets are projected to operate at LOS D or better, with the exception of four intersections, 13th, 15th, and 16th Avenue along E Cherry Street and 14th Avenue along E Jefferson Street. The three intersections along E Cherry Street are two-way stop controlled and the 14th Avenue/E Jefferson Street intersection is four-way stop controlled. All four intersections operate at LOS F as a result of increases in traffic volume with the proposed expansion.

Along E Cherry Street traffic signals exist at the 14th Avenue/E Cherry Street and 18th Avenue/E Cherry Street intersections. These traffic signals provide an opportunity to utilize a signal controlled intersection to exit from the neighborhood, if the unsignalized intersection approaches exceed the delay tolerance for a driver. The two existing signalized intersections are projected to operate at LOS C or better during the weekday AM and PM peak hours in 2040.

6.6.2 Corridor Operations

Consistent with the Affected Environment and No Build evaluations, the travel speeds and travel times along E Cherry Street/James Street from I-5 to 23rd Avenue were evaluated using Synchro. A comparison of travel times along the James Street and E Cherry Street corridors under No Build and Alternatives 11 and 12 conditions is provided in **Table 16** (see **Table 11** for 2023 conditions). Travel time calibration factors discussed in previous sections were applied to the Alternatives 11 and 12 projections.

As shown in **Table 16**, with development of Alternatives 11 and 12, corridor operations would degrade slightly in 2040 with average speed decreasing by one to two mph in the westbound direction along both James Street and E Cherry Street during the AM and PM peak hours. An increase in travel time of approximately three minutes between No Build and Alternatives 11 and 12 conditions would occur along James Street in the westbound direction during the PM peak hour. All other corridor travel times would have only small increases between No Build and Alternatives 11 and 12 conditions.

Table 16
Weekday Peak Hour Comparison of No Build
and Alternatives 11 and 12 Travel Times (2040)

| Segment | Direction | 2040 Horizon Year | | | |
|--|-----------|------------------------------------|---------------------------|------------------------|---------------------------|
| | | Travel Time (m:ss) ¹ | | Average Speed (mph) | |
| | | No Build | Alternatives 11 and 12 | No Build | Alternatives 11 and 12 |
| AM Peak Hour | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:24 | 04:23 | 7 | 7 |
| | WB | 03:34 | 04:07 | 9 | 8 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 04:09 | 04:12 | 13 | 13 |
| | WB | 02:53 | 03:03 | 13 | 12 |
| PM Peak Hour | | | | | |
| James Street (6th Ave to Broadway) | EB | 04:11 | 04:13 | 7 | 7 |
| | WB | 05:52 | 09:02 | 6 | 4 |
| E Cherry Street (Broadway to 23rd Ave) | EB | 01:51 | 01:52 | 19 | 19 |
| | WB | 03:11 | 03:37 | 11 | 10 |

1. m:ss = minutes:seconds

6.7 Traffic Safety

Impacts of Alternatives 11 and 12 on traffic safety would be similar to those described for Alternative 8 in Section 6.6.

6.8 Parking

The location of parking for Alternatives 11 and 12 would be consistent with Alternative 8. Code requirements and parking demand for Alternatives 11 and 12 would be slightly less than Alternative 8 given the reduced development. The following describes the code required parking and anticipated parking demand as a result of Alternatives 11 and 12.

Code Required Supply

The calculation of code required parking is consistent with the assumptions described as part of the Alternative 8 analysis. **Table 17** summarizes the code required parking for Alternatives 11 and 12 based on SMC. Projections for staff and patient population are consistent with the trip generation and are based on the *Swedish Medical Center Cherry Hill Campus Draft Major Institution Master Plan*, May 2014. As shown in **Table 17**, SMC would require a minimum of 1,887 parking spaces and a maximum of 2,547 spaces with development of Alternatives 11 and 12.

Table 17
Alternatives 11 and 12 Parking Code Requirement

| Zoning Code Category | Unit | Code Requirement¹ | Parking Stall Requirement |
|--|-------------|-------------------------------------|----------------------------------|
| Long-term Parking | | | |
| Hospital Based Doctors | 385 | 0.80 stalls | 308 |
| Staff Doctors | 155 | 0.25 stalls | 39 |
| Other Employees Present During Peak | 4,154 | 0.30 stalls | 1,246 |
| Short-term Parking | | | |
| # of Hospital Beds | 484 | 1 stall per 6 beds | 81 |
| Average Daily Outpatients ² | 995 | 1 per five outpatient | 199 |
| Fixed Seats in Auditorium | 140 | 1 stall per 10 seats | 14 |
| Minimum Required Parking Spaces | | | 1,887 |
| Maximum Allowed Parking Spaces (1.35 x Minimum) | | | 2,547 |

1. Seattle Municipal Code 23.54.016.

2. There are 385 hospital beds and 99 beds in the Seattle Medical and Rehabilitation Center.

Demand

Future peak parking demand for Alternatives 11 and 12 were developed consistent with Alternative 8. **Table 18** summarizes the No Build and Alternatives 11 and 12 parking demand.

Table 18
Swedish Cherry Hill Estimated Parking Demand¹ – Alternatives 11 and 12

| Facilities | No Build | Alternatives 11 and 12 | |
|---------------------------------|-----------------|-------------------------------|--------------|
| | | 2023 | 2040 |
| Hospital | 529 | 794 | 1,121 |
| Clinic/Research | 354 | 551 | 680 |
| Education | 40 | 87 | 121 |
| Hotel | 4 | 7 | 11 |
| Long-Term Care | 40 | 59 | 59 |
| Other Support Facilities | 47 | 47 | 47 |
| Total Parking Demand | 1,014 | 1,545 | 2,039 |
| Effective Parking Demand | - | 1,700 | 2,245 |

sf = square-feet

1. The parking demand by facility is estimated based on mode splits and is not reflective of actual parking classification counts.

2. Effective parking demand equals the calculated parking demand plus 10 percent. The 10 percent factor accounts for circulation and turnover within the parking area.

Table 18 by 2023 and 2040, additional parking would be needed to accommodate the anticipated parking demand. Relative to the code required parking supply, the anticipated Alternatives 11

and 12 effective parking demand of 2,245 vehicles by 2040 would be within the range of the minimum and maximum SMC requirement.

Existing parking surveys documented some vehicles associated with Swedish using on-street parking in the surrounding neighborhood. It is expected, without further action to discourage it, this activity would continue in the future, with or without MIMP approval. Given the current level of on-street parking use, the rate of occurrence may decrease as available on-street parking becomes increasingly scarce with additional development in the area. Further TMP measures and/or cooperation with the City of Seattle parking enforcement may be required to help ensure the constructed on-site parking is used as intended.

7 Construction Impacts

The construction impacts associated with the proposed Swedish Cherry Hill MIMP on the transportation system elements, including the street system, campus access and circulation, pedestrian and bicycle transportation, transit service/facilities, traffic volumes, traffic operations, traffic safety and parking, are described below.

7.1 Street System

Construction impacts related to the street system would depend on the location of the construction within the Cherry Hill campus. The streets that would be most impacted would include E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue along the campus frontages. A construction management plan would mitigate these impacts. The plan could include scheduling street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system.

7.2 Campus Access and Service Vehicle Loading

Construction impacts related to campus access and circulation would depend on the location of the construction within the Cherry Hill campus. Impacts could include the need to reroute traffic and close parking access and/or lots/garages. A construction management plan could be developed to mitigate impacts. Protocol could be included in the plan related to safe campus access and circulation adjacent to the construction site through the detours, signs, and providing information ahead of time to patients and employees on potential parking access or facility changes. In addition, construction truck loading and unloading off-street could be staged off-street and deliveries could be schedule at off peak times to avoid congestion.

7.3 Pedestrian and Bicycle Transportation

Construction impacts may result in intermittent sidewalk and bicycle facility closures and re-routing along E Cherry Street, E Jefferson Street, 15th Avenue, 16th Avenue, and 18th Avenue depending on the specific location of construction within the campus. A construction management plan could be developed to mitigate impacts. Protocol could be included in the plan related to safe pedestrian and bicycle circulation adjacent to the construction site through the use of temporary facilities, detours, and signs.

7.4 Transit/Shuttle Services

Construction impacts could result in some increase in ridership as a result of construction workers traveling to and from the site. Based on the review of transit capacity, presented previously in this document, there would be capacity at the campus to accommodate additional demand related to construction workers. In addition, construction related activities could impact nearby transit routes and stops as well as pedestrian accessibility to these facilities. A construction management plan could be prepared and impacts to transit could be coordinated with the transit agency in advance and appropriate relocation and signage provided.

7.5 Traffic Volumes

Construction of Alternative 8, 11 or 12 would result in an increase in traffic volumes due to workers traveling to and from the site, delivery of material, and truck hauling. It is anticipated

that the increase in traffic volumes due to construction would be less than generated with Alternatives 8, 11, and 12.

7.6 Traffic Operations

As described for traffic volumes, construction impacts related to traffic operations would occur as a result of increased traffic levels. To minimize impacts to operations, a construction management plan would be developed and could include scheduling the most intensive construction activities such that they are spread out over time and prohibiting material deliveries from leaving or entering the area during AM and PM peak hours.

7.7 Traffic Safety

Construction would increase vehicular traffic within the study area, which could result in increased conflicts between vehicular, pedestrian, and bicycle traffic. It is anticipated that safety impacts related to construction would be less than build-out of the MIMP.

7.8 Parking

Parking impacts due to construction would include increase parking needs related to workers as well as parking facility closures or access changes with the construction. As discussed in the campus access and circulation construction impacts discussion, impacts related closures and changes to parking could be minimized by providing the information ahead of time to patients and employees as well as through detours and signs. Construction worker parking would be accommodated on-site and secured in nearby parking lots and the use of alternative modes would be encouraged. It is anticipated that parking impacts related to construction would be less than with Alternatives 8, 11, and 12. In addition, construction activities could result in the need to close on-street parking adjacent to the site. These closures would be coordinated with SDOT and appropriate notice and signs would be provided.

8 Mitigation

Mitigation measures will be further defined and outlined based on coordination with the DPD, SDOT, and the applicant. A list of mitigation measures are described below. The primary mitigation would be through an enhanced Transportation Management Program (TMP) and physical improvements. The TMP applies to the entire Major Institution and all activities that occur within its boundaries.

As discuss previously, the MIMP includes bicycle, pedestrian, and transit enhancements along the campus frontages and internal to the site. Improvements include a “health walk” around the Cherry Hill campus along 15th Avenue, E Cherry Street, 18th Avenue, and E Jefferson Street, a direct pedestrian connection through the campus connecting 17th Avenue between E Cherry and Jefferson Streets, enhancements to the transit stops on E Jefferson Street at the campus, improvements to 18th Avenue along the frontage, and enhancements to the pedestrian environment along the E Cherry Street frontage.

The following describes the proposed TMP and physical mitigation measures for the Swedish Cherry Hill campus.

8.1 Proposed Transportation Management Program

The proposed TMP is described in the *Swedish Medical Center Cherry Hill Campus Final Major Institution Master Plan*, 2014. The overriding goal of the TMP is to decrease the number of vehicles accessing the Swedish Cherry Hill campus. The proposed TMP incorporates both elements from the existing TMP and proposed enhancements designed to achieve the SOV rate goal⁸. The existing SOV goal is 50 percent, and the current SOV rate is 56 percent. The specific goal SOV rate will be determined in coordination with the City of Seattle. The goal will include achievement of incremental reduction in the SOV rate as development occurs and an ultimate SOV rate goal with build-out of the MIMP. The TMP applies to the entire Swedish Cherry Hill campus and all activities that occur within its boundaries.

The TMP is also designed to address issues that have been identified by the neighbors, specifically, parking by Cherry Hill Campus staff in the neighborhood. As a result, an Integrated Transportation Board (ITB) has been created and purposed to build consensus and a unified approach amongst stakeholders conducting business on the Cherry Hill Campus and key constituents in the greater Seattle Community, as it relates to the issues surrounding vehicular congestion, transportation carbon emissions and health. The ITB, with input from all represented stakeholders, will build a common platform of policies and initiatives that mitigate the adverse impact to Squire Park neighborhood from parking and transportation congestion. The Board shall also devise common and agreed upon strategies to enforce such policies for the betterment of the local community. The ITB shall be chaired by a Swedish corporate executive and vice chaired by a technical advisor. Committee members include non-Swedish large employers such as LabCorp, Northwest Kidney Center and Sabey, service providers such as parking vendor management companies, transportation representatives from the Seattle Department of Planning and Development, King County Metro and Seattle Department of Transportation as well as

⁸ TMP goal and related requirements apply to all property owners, tenants, employees working on the Swedish campus at least 20 hours per week. Affected employees are defined as everyone who works on campus at least 20 hours per week.

neighborhood stakeholders such as CAC/SAC members, neighbors and nearby small business owners.

The program elements are intended to adjust the transportation patterns and habits of the larger employee groups on campus as well as those of the auxiliary uses that operate there. The TMP applies to the entire Swedish Cherry Hill campus and all activities that occur within its boundaries. The program elements that are currently utilized and proposed as part of the updated TMP include:

- Transit Incentives - Increased levels of incentives, communication regarding schedules, and enhanced facilities
- Alternative Modes – promote the use of alternative travel modes, such as bicycle and walking through improved on-site facilities and incentive programs
- HOV Incentives – promote HOV programs through incentives for carpools/vanpools, preferred parking, and utilization of rideshare programs
- Parking Management Programs – consider alternative payment technologies, parking policies, review of RPZ designations, and other programs to reduce spillover into the adjacent neighborhoods.
- Intercampus Shuttle - increase free shuttle service between First Hill, Met Park, Westlake Center and Cherry Hill campuses.
- Shuttle Service - add shuttle service from main transportation hubs at train (King Street Station), ferry (Coleman Ferry Dock) and trolley (1st Hill Streetcar) lines.
- Parking Policies & Enforcement - proposed parking policy for employees, enforce vendor parking areas, and review patient parking to promote parking in designated on-campus areas.

Table 19 summarizes the existing and the proposed TMP inclusive of proposed enhancements. In addition to the TMP elements identified in the proposed TMP, there are several pilot programs that have been identified and will be tested. Depending on the overall effectiveness, these programs may be considered for ongoing implementation. These pilot projects would be implemented incrementally so the effectiveness of each pilot project can be evaluated. Projects that are feasible and show merit in reducing the SOV rate, encouraging alternative modes, and meeting the overall intent of the specific pilot would likely be adopted into the enhanced TMP. An update on each project would be included in the annual report to the City.

The following provides an overview of the pilot projects, focusing on transit incentives, alternative transit modes, and parking management policies to better utilize the off-street parking supply and minimize impacts to the surrounding neighborhood.

- **Transit Incentives** – The intent of this pilot project is to increase transit usage at the Cherry Hill campus by working with King County Metro Transit to expand the ORCA passport program to all campus employees. The ORCA business passport program is a comprehensive, annual transportation pass program for employers. The passport program allows employers to manage their transportation benefits and gives employees access to bus,

light rail, and ferry as well as subsidizes vanpool and vanshares and provides guaranteed rides homes.

- **Commuter Incentive** – The intent of this pilot would be to explore the potential of providing incentives to all employees to encourage alternative commuting as well as enhancing commuter incentives for the overall campus. The pilot would evaluate commuter incentive options campus-wide which could overlap with the Transit pilot’s evaluation of the ORCA passport program. In addition, an evaluation of campus-wide biking and walking incentives including benefits such as stipends for bicycle and walking equipment and free tune-ups for bicycles. Lastly, contact will occur with the on-site retailers (e.g., Starbucks, gift shop, cafeteria) to see if benefits such as discounts on products could be offered for bicycle commuters.
- **Off-street Parking Management** – The current parking program provides monthly passes, which encourages employees to drive to work if they have already purchased a parking pass. In addition, parking rates vary across campus and there is little signage to direct drivers to available off-street parking. The intent of the parking pilot project would be to develop a more flexible system that would allow flexibility to commuters making daily travel mode choices, as well as evaluate parking rates for employees and visitors/patients, and review technology to provide drivers with information on parking availability and location. Working with the parking garage operators, this pilot project would explore a campus-wide flexible daily parking program with benefits such as on-demand carpool discounts and Smartcard access tied to parking debit accounts for employees. Parking policies would be reviewed for employees and visitors/patients and recommendations would be made to potential adjustments to encourage employees to use alternative modes while minimizing parking along neighborhood streets.
- **Neighborhood Parking** – Some of the parking associated with the Cherry Hill campus currently occurs in the neighborhood. There are several potential causes for this including the cost of off-street parking vs cost-free on-street parking. Another potential reason may be the relative convenience for commuters traveling to the east end of the campus since most public parking is at the west side. The neighborhood parking pilot would aim to reduce the amount of parking by Cherry Hill employees, visitors and vendors occurring on neighborhood streets. A program would be designed in consultation with campus employers to encourage off-street parking within the Swedish Cherry Hill garages as well as the use of non-SOV modes. This would include items considered as part of the Parking Pilot (described above) where parking policy is evaluated to encourage employees to park within the garages. In addition, Swedish would work with the City to address the misuse of handicapped parking placards as well as discuss potential enhancements of the RPZ program with the neighborhood.
- **Live Near Work Program** - Swedish Cherry Hill is committed to a pilot program that incentivizes living in near neighborhood rental properties for employees. Data indicates that employees living closer to campus are more likely to walk and bike to work. Swedish is committed to building an affordable housing plan that will enable more of its employees to live in the immediate neighborhood surrounding Cherry Hill. Any support offered by Swedish will be tied to a commitment from employees to abandon their vehicles as a means to commuting to work. Swedish is now in the process of searching for a national consulting firm to provide guidance in building a robust and sustainable program.

- **Remote Parking Shuttle Program** - Swedish Cherry Hill will analyze employee zip codes to determine cluster areas of living densities to further complement City & County commute services by supporting private shuttle routes to/from key areas with the West Tower build out.

**Table 19
Comparison of Current and Proposed TMP**

| Element | Current TMP | Proposed TMP |
|-------------------------------------|--|---|
| Transit | <ul style="list-style-type: none"> • Subsidize 50 percent of transit pass cost including ferry, rail for larger employee groups on-campus. | <ul style="list-style-type: none"> • Provide all tenants with access to a minimum 50% subsidy of transit pass cost including ferry, rail and increase this subsidy, if necessary, to achieve the SOV goal. • Engage with tenants to inform about employee transportation benefits and options. |
| High Occupancy Vehicle (HOV) | <ul style="list-style-type: none"> • Preferred parking carpool/vanpool. • Parking cost for carpools for two people subsidized 50%. • Carpools of three or more and Vanpools subsidized 100%. • Rideshare Online Network. | <ul style="list-style-type: none"> • Preferred location for carpool and vanpool parking. • Parking cost for carpools for two people subsidized at a minimum of 50%. • Carpools of three or more and Vanpools subsidized 100%. • Facilitate rideshare match-ups for car pool and vanpool. • Provide free vanpool parking for tenants. • Investigate alternative parking rate structures that incentivize vanpools and carpools and implement as appropriate. • Encourage cooperation among tenant companies to promote vanpools and carpools. • Parking Pilot*: Work with parking operator to explore a campus-wide flexible daily carpool program. |
| Bicycle | <ul style="list-style-type: none"> • Weather-protected, secure bicycle racks at no charge to Cherry Hill employees at preferred locations. • Shower accessibility in most cases. • Bike lockers for a fee. | <ul style="list-style-type: none"> • Weather-protected, secure bicycle racks at no charge to Cherry Hill employees at preferred locations. • Shower accessibility. • Free bike lockers for all campus employees. • Promote bicycle amenities. • Signage indicating bike parking locations. • Provide access to basic bike tools. • Provide access to a bike share system when available (e.g. Pronto). • Promote bicycle and pedestrian safety throughout the campus. • Add bike racks to shuttle vehicles. • Commuter Incentive Pilot*: Work on a biking and walking incentive program. Work with onsite retail to offer bicycle benefits or other commuter incentives (e.g., Starbucks, gift shop, cafeteria). |

| Element | Current TMP | Proposed TMP |
|--|---|--|
| Parking | <ul style="list-style-type: none"> • Monthly parking rate set equal to or greater than the current King County Metro rate for peak period one-zone transit passes. • Monthly parking is currently available only to employees hired since 1990 or if the vehicle is needed for work. | <ul style="list-style-type: none"> • Monthly parking rate set equal to or greater than the current King County Metro rate for peak period one-zone transit passes. • Restricted access to monthly parking passes. • Parking Pilot*: Work with parking operator to explore parking rates and flexible alternatives to encourage greater use of alternative transportation modes including flexible on-demand (daily) parking accounts. |
| Neighborhood Parking Reduction | <ul style="list-style-type: none"> • Subsidize the cost of the RPZ stickers for areas surrounding the campus. | <ul style="list-style-type: none"> • Subsidize the cost of the RPZ stickers for areas surrounding the campus and review options with SDOT to direct RPZ permit payments into other neighborhood transportation funding sources for a direct Squire Park impact. • Regular contact with City parking enforcement to encourage patrolling. • Improve way finding signs to direct vehicles to on-campus parking. • Develop a campus-wide policy to discourage employee and vendor parking in the neighborhood. • Regular meetings with community representatives to evaluate progress, communicate issues, consider solutions. • Neighborhood Parking Pilot*: Meet with employers to consult on designing solutions for employee & vendor parking policies that get employees out of SOVs and out of the neighborhood to restrict campus-based parking on neighborhood streets: <ul style="list-style-type: none"> • Pursue a parking policy that encourages employees away from neighborhood parking. • Consider a hotline to alert institution to violations. • Discuss a modified enhanced RPZ program with the neighborhood (additional zones and further limit current time zones at peak morning traffic periods). |
| Shuttle | <ul style="list-style-type: none"> • Intercampus shuttle between Cherry Hill, First Hill, and Metropolitan Park office buildings. | <ul style="list-style-type: none"> • Intercampus shuttle between Cherry Hill, First Hill, and Metropolitan Park office buildings. • Shuttle service expansion to main transportation hubs or areas with higher transit service (e.g. King Street Station, Coleman Ferry Dock and Westlake Center). • Add bike racks to shuttle vehicles. • Shuttle Pilot*: Explore private park & shuttle operations by examining concentrated areas of employee zip codes. |
| Implementation & Monitoring | <ul style="list-style-type: none"> • Building Transportation Coordinator. • Conduct one to three transportation fairs per year on-campus to promote trip reduction programs. • Produce and distribute a commuter information packet. • Submit regular reports about TMP elements as required by the City. • Conduct biennial survey of TMP | <ul style="list-style-type: none"> • Building Transportation Coordinator. • Conduct one to three transportation fairs per year on-campus to promote trip reduction programs. • Produce and distribute a commuter information packet. • Submit regular reports about TMP elements as required by the City. • Conduct biennial survey of TMP effectiveness in a form and manner established by DPD and SDOT. • Create an Integrated Transportation Committee for the |

| Element | Current TMP | Proposed TMP |
|--------------|--|---|
| | effectiveness in a form and manner established by DPD and SDOT. | campus. The committee would include a Campus Transportation Coordinator and all employer transportation coordinators on campus. The committee would meet regularly and be responsible for implementing the TMP. <ul style="list-style-type: none"> • Implement on-campus transportation screen and/or kiosk to further enhance transportation awareness and outreach with all campus employees. • Require all tenant participation in TMP. |
| Other | <ul style="list-style-type: none"> • Guaranteed ride home. • Special taxi service for 10-12 hour shift employees that use transit. • Provide flex-car on campus. • Telecommuting for some employees. • Encourage and promote alternative work schedules, where possible. • Free taxi service to physicians that travel between First Hill and Cherry campuses. | <ul style="list-style-type: none"> • Guaranteed Ride Home through ORCA Passport program. • Special taxi service for 10-12 hour shift employees that use transit via Guaranteed Ride Home ORCA Passport program. • Provide flex-car on campus (e.g. car-sharing such as ZipCar). • Telecommuting for some employees. • Encourage and promote alternative work schedules, where possible. • Free taxi service to physicians that travel between First Hill and Cherry campuses via intercampus shuttle program and/or car-sharing such as ZipCar. • Requirement that all vendors must park off-street. • Develop a way finding plan illustrating pedestrian pathways through & around the campus, bicycle routes & bike parking, and short-term & disabled parking locations. • Continue to work with City to address misuse of handicapped parking placards. • Residential Pilot*: Partner with local apartment and condo building owners to explore partnership with employees who choose to live close to campus. • Disabled Parking Pilot*: Consider valet service for off street parking for vehicles displaying a disabled parking placard |

*Pilot programs conditional upon efficiency and sustainability.

As noted earlier in this section, the proposed transportation committee noted above (under Other in Table 19) has been formed and is called the Integrated Transportation Board (ITB). The ITB meets regularly and is actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.

8.2 Capacity and Safety Improvements

The Build Alternatives would impact the study area transportation facilities and the existing and future conditions of these facilities. Based on the analysis completed for the Build Alternatives, Table 20 provides a summary of the locations that would be impacted by the project and should be further considered during the project level analysis at the Master Use Permit (MUP) review. Specific mitigation and the level of responsibility for each location would be identified at the time of the MIMP approval or during the MUP review. Potential improvements for each location are identified in Table 20 and the level of responsibility could include construction of physical improvements, a proportional cost contribution to improvements, and/or no impact may be identified with a specific project.

Table 20
Potential Mitigation Measures to be Evaluated at Project Level

| Location | Issue / Reason for Further Review | Suggested Improvements |
|--|--|--|
| 16th Avenue/E Cherry Street | Increases delay and traffic impacting vehicle, pedestrian, and bicycle accessibility into the neighborhoods | Traffic Signal and Bulb-outs for all four intersection approaches |
| 14th Avenue/E Jefferson Street | Increases delay and traffic impacting vehicle, pedestrian, and bicycle accessibility into the neighborhoods | Traffic Signal |
| 18th Avenue/E Cherry Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for all four intersection approaches |
| 17th Avenue/E Cherry Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for the three intersection approaches |
| 16th Avenue/E Jefferson Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for all four intersection approaches |
| 18th Avenue/E Jefferson Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for all four intersection approaches |
| 17th Avenue/E Jefferson Street | Increased traffic impacting pedestrian accessibility and increase vehicle/pedestrian conflicts | Bulb-outs for the three intersection approaches |
| James Street/Minor Avenue | Increased traffic along the James Street corridor conflicting with high pedestrian activity at this location | Traffic Signal |
| 12th Avenue/E Jefferson Street | 2014 High Collision Location | Signal timing changes, protected left-turn phasing north and south approaches |
| E Jefferson Street/23rd Avenue | Pedestrian safety issues | Provide left-turn lane through re-channelization at intersection and protected left-turn phasing |
| 18th Avenue / 19th Avenue / 20th Avenue at Jackson Street to the north of E Union Street | Planned bicycle facility potentially impacted by project. | Contribute to completion of neighborhood greenway (see also Section 8.3 Other Mitigation Measures) |
| 22nd Avenue E ¹ between S Jackson Street and north of E Union Street | Planned bicycle facility potentially impacted by project. | Contribute to completion of neighborhood greenway with particular consideration to the crossing of Cherry Street. Improvements could include bulb-outs at the 21st Avenue E and/or 22nd Avenue E intersections with Cherry Street depending on the location of the greenway. |

| Location | Issue / Reason for Further Review | Suggested Improvements |
|---|--|---|
| Union Street Broadway to Martin Luther King Way | Planned bicycle facility potentially impacted by project. | Contribute to completion of cycle track through improvements such as signage directly cyclists from the campus area to the Union Street facilities |
| E Columbia Street between Broadway and 29th Avenue (1.21 miles) | Planned bicycle facility potentially impacted by project. | Contribute to completion of neighborhood greenway through improvements such as signage directly cyclists from the campus area to the E Columbia Street facilities |
| E Cherry Street/ Cherry Street / Cherry Place between Broadway and 13th Avenue | Planned bicycle facility potentially impacted by project | Contribute to completion of neighborhood greenway and bike lanes. |
| E Cherry Street between 22nd and 24th Avenue | Planned bicycle facility potentially impacted by project | Contribute to completion of bike lanes. |
| E Alder Street Broadway to 12th Avenue, Spruce Street 12th Avenue to 14th Avenue, and E Alder Street 14th Avenue S to 31st Avenue | Planned bicycle facility potentially impacted by project | Contribute to completion of neighborhood greenway |
| Cherry Street Broadway to 23rd Avenue | Priority pedestrian corridor potentially impacted by project | Provide pedestrian improvements such as bulb-outs with particular consideration of the 12th Avenue/E Terrace Street intersection |
| 12th Avenue between Yesler Way and E Denny Way | Priority pedestrian corridor potentially impacted by project | Provide pedestrian improvements such as bulb-outs or connectivity from the campus |
| E Jefferson Street between Broadway and 23rd Avenue | Priority pedestrian corridor potentially impacted by project | Provide pedestrian improvements such as bulb-outs or connectivity from the campus |

1. The Seattle Bicycle Master Plan Implementation Plan 2015 – 2019, October 17, 2014 shows this project along 22nd Avenue E; however, through the planning process the neighborhood greenway could be provided along 21st Avenue E instead. Impacts of project level proposals should be evaluated for the final alignment.

As noted in Table 20, consideration should be given to traffic signals at the 16th Avenue/Cherry Street and 14th Avenue/E Jefferson Street intersections. While other intersections such as 15th/Cherry and 13th/Cherry are anticipated to experience an increase in delay as a result of the growth in traffic, the signalization identified at the 16th/Cherry intersection provides an improved connection to the neighborhood streets. If the delay experienced at these intersections are not acceptable to drivers then traffic may shift to the improved connections provided at the new signalized intersections.

The intersection of 14th Avenue/E Jefferson Street is currently controlled by an all-way stop. Signal warrants based on the *Manual of Uniform Traffic Control Devices (MUTCD)*, 2009, this review indicates the four-hour volume warrant would be met at this location by 2023 under the No Build and Alternatives 8, 11, and 12 conditions. Future improvements at this intersection could include the installation of a traffic signal.

A signal warrant evaluation was also conducted at 16th Avenue/E Cherry Street. For both 2023 and 2040, the volume warrants would not be met. There are other conditions in which a signal warrant may be considered including corridor progression, safety, pedestrians, etc. In consideration of these other factors, a signal at this location is recommended. If a signal was installed at 16th Avenue/E Cherry Street, some of the traffic from 15th Avenue or other parallel corridors may shift to the improved connection.

8.3 Other Mitigation Measures

Some of the mitigation associated with the MIMP will need to be defined at the project level when additional definition on the specific uses, building features, and City of Seattle planned improvements are known.

General Vehicular Access

Access to parking should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels into the parking facilities.

Truck and Service Loading and Access

Loading access points should be evaluated when a specific project is proposed with the goal of minimizing the number of access points on street to reduce conflicts with bicycles and pedestrians while maintaining adequate service levels for loading and service. Truck access and loading berths would need to be further reviewed as part of the MIMP projects process. This review should include:

- Assess loading berth requirements and where possible consolidate facilities so that the number of berths campus wide is less than the code requirement.
- Assess truck delivery routes between Swedish Cherry Hill and I-5 and along E Cherry Hill and E Jefferson Street to identify potential impacts to roadways along those routes.
- Reduce the impact of truck movements on local streets and potential conflicts with pedestrians by consolidating loading facilities and managing delivery schedules.
- Review of future projects would include an evaluation of means and methods to ensure relevant Seattle noise regulations are met.

A campus wide dock management plan should be developed to coordinate all deliveries to the loading berths along 15th, 16th, and 18th Avenues. This plan would provide protocols on scheduling and timing of deliveries to assist in minimizing on-street impacts of trucks waiting to access loading berths. Other elements that should be considered in the management plan include:

- Truck size would be limited to 65' in length or less, assuming loading berths could accommodate this size.
- Work with vendors to minimize the number of deliveries to and from the site such as by using a larger delivery truck.
- Work with multiple vendors to encourage consolidating loads prior to delivery so as to reduce truck demand.
- Explore commercial vehicle loading opportunities in the off-street parking facilities (such as proposed for the 18th Avenue Garage), to relieve the on-street commercial vehicle load zones.

- Explore time of delivery management tools such using secure drop boxes and secure rooms to store deliveries during times when staff are not available to accept deliveries.

In addition to the dock management plan, future projects should include an evaluation of means and methods to ensure relevant City of Seattle noise regulations are met.

18th Avenue Neighborhood Greenway

Swedish will work with the City to plan a neighborhood greenway in Squire Park. Swedish should continue to coordinate with SDOT on the location of the neighborhood greenway and work to minimize campus impacts on users of the facility. To the extent possible, the greenway features should be incorporated into the proposed health walk.

Transit Enhancements

The existing campus transit stops along E Jefferson Street should be enhanced. Enhancements could include expansion of the covered waiting area and seating capacity for passengers, installation of pedestrian scale lighting, extension of the passenger boarding loading area to accommodate space for two buses in the loading zone, and installation of Real Time Information Sign (RTIS) to alert waiting passengers of bus arrival times, including electric conduit for a transit information kiosk, or accommodation for the electricity to signs on a free standing pole.

8.4 Mitigation Sensitivity Analysis

The transportation analysis of Alternatives 8, 11, and 12 assumes a 50 percent SOV rate. An evaluation was conducted to understand intersection and corridor operations with a 38 percent SOV rate and implementation of the physical measures described in section 8.2. The information provided in the Final EIS will be used to help inform the SOV goal for the MIMP.

Improving the SOV rate to 38 percent would reduce overall campus vehicular trip generation including a reduction of approximately 80 trips during the weekday AM peak hour and 170 trips during the weekday PM peak hour by 2040 for the Build Alternatives. This would result in a corresponding reduction in traffic volumes along the street system.

The reduction in traffic volumes would result in minimal improvements to the study intersection operations with the most impact seen during the weekday PM peak hour with the average study area delay decreasing by 6 seconds. Overall, there would be no noticeable improvement in intersection operations and the overall system would operate similar whether the SOV rate is 50 or 38 percent. The reason intersection delay is not significantly improved with the reduction in SOV is due to the vehicular travel patterns whereby drivers come to and from the campus from several different directions with no corridor having a concentrated impact except those adjacent to the campus. A review of corridor travel times shows that reduction in the SOV rate would improve travel times along James Street in the westbound direction with the most improvement seen during the weekday PM peak hour. By 2040, an SOV rate of 38 percent is shown to reduce travel times by over one minute for the Build Alternatives during the weekday PM peak hour.

Reducing the SOV would also result in a corresponding reduction in the campus parking demand. The evaluation shows that with a 38 percent SOV peak parking demand could be reduced by 200 to 270 vehicles depending on development alternative.

9 Secondary and Cumulative Impacts

Secondary and cumulative impacts on area roadways are included in the analysis of direct impacts. In addition, there is a potential for cumulative impacts due to the combined effects of traffic being generated by build-out of the project and construction. This potential impact could be mitigated by scheduling construction activities such that arrival and departure of construction traffic occurs outside the peak hours.

10 Significant Unavoidable Adverse Impacts

Alternatives 8, 11, and 12 would accommodate additional amounts of future development at the Swedish Cherry Hill campus, which would contribute to additional travel demand and congestion along arterial corridors including E Cherry and E Jefferson Streets. The additional development also would increase traffic accessing and circulating in the area. This added congestion would contribute to measurably poorer performance of the transportation network, in terms of increased delays along several of the corridors and at some specific intersections. The increase in traffic and pedestrian and bicycle activity due to development would result in more conflict points and increased hazards to safety. .

10.1 Street System

As described in Section 10.5 and 10.6, increases in Swedish's traffic along the street system may result in an increase in traffic and related congestion that could be considered significant.

10.2 Campus Access and Service Vehicle Loading

Access to the parking facilities would occur along 15th and 16th Avenues similar to what exist today and a new access would be provided to the parking garage along 18th Avenue. While the overall circulation and access patterns associated with the campus would generally stay the same, the amount of parking on 18th Avenue would result in a shift of the traffic to the east side of the campus. No significant unavoidable impacts to campus access and loading were identified.

10.3 Pedestrian and Bicycle Transportation

Swedish would provide pedestrian and bicycle enhancements at the Cherry Hill campus including along the 18th Avenue where SDOT will study a neighborhood greenway. The proposed development would increase potential conflicts between vehicular traffic and users of the neighborhood greenway. No significant unavoidable adverse non-motorized impacts are expected.

10.4 Transit/Shuttle Services

Swedish would improve transit access to the campus through the transit stop enhancements to the site. In addition, the analysis indicates that there would be sufficient capacity to accommodate anticipated increases in ridership at the Swedish transit stop as a result of Alternatives 8, 11, and 12. No significant unavoidable adverse shuttle and transit service impacts are expected.

10.5 Traffic Volumes

Future (2023 and 2040) growth in the area would result in increases in regional and local traffic within the study area both without and with the project. In addition, Alternatives 8, 11, and 12 would increase area-wide and local traffic on routes serving the site. Although Swedish would implement strategies to reduce its overall traffic, this impact is considered a significant and unavoidable adverse impact since Swedish would likely not be able to reduce its traffic volume contribution to zero, and therefore, would increase traffic volumes on roadways even with

mitigation. While strategies to reduce travel demand and related impacts have been identified, a residual increase in traffic to the street system attributable to Swedish is likely.

10.6 Traffic Operations

The increase in Swedish's traffic along the street system, even with a successful TMP, may result in an increase in traffic and related congestion that could be considered significant.

10.7 Traffic Safety

No significant adverse impact to safety would occur. With the proposed mitigation, it is probable that overall safety would improve.

10.8 Parking

Swedish is providing enhancements to the TMP as well as piloting a parking program to provide flexible on-demand off-street parking. Currently, there is parking associated with Swedish that occurs along neighborhood streets. Some level of on-street parking within the residential area may continue to occur with the proposed project. This is not considered a significant impact.

Attachments C-1 through C-4 are available upon request.

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In the Matter Of:

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June 12, 2014



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SWEDISH CHERRY HILL DEIS AND DMIMP HEARING

COPY

Thursday, June 12, 2014

6:05 p.m.

550 17th Avenue

Seattle, Washington

Reported By:
Cheryl Macdonald, CRR, RMR
Court Reporter

1 A P P E A R A N C E S

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1 P R O C E E D I N G S

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3 MS. HAINES: Welcome. It's a little after
4 six, and we already have 40 people signed up for
5 public comments. So we want to start this quickly so
6 we can ensure that those people who wish to speak can
7 and that we will have time.

8 My name is Stephanie Haines. I'm a land
9 use planner with the City of Seattle Department of
10 Planning and Development. Tonight is the public
11 hearing on the Swedish Cherry Hill Major Institution
12 Draft Environmental Impact Statement, or, as we refer
13 to it, DEIS and Draft Master Plan. The purpose of
14 tonight's meeting is to hear oral comments on the DEIS
15 and Draft Master Plan. The City will receive written
16 comments on both these documents until July 6th.

17 At the front of the room, or outside in the
18 lobby, I should say, there are four documents. One is
19 a sign-in sheet to become party of the record. By
20 being a party of the record you will receive any
21 future notices of the recommendations or public
22 hearings. There is another document that has all the
23 project information. It talks about the purpose of
24 tonight's meeting, or hearing, I should say, how to
25 comment, and more information on the project proposal.

1 There is a comment sheet out front where
2 you can actually provide written comment, if you would
3 like to leave that here tonight, and there's a box
4 where all written comments can go. If you've prepared
5 written comment to give orally, you can also then
6 leave a paper copy behind. There is a mailing address
7 and e-mail on that comment sheet. So you can take
8 that back, write up comments, stick it in the mail, or
9 e-mail your comments in. And again, those comments
10 are due by July 6th.

11 Lastly, there is a sign-in sheet for public
12 comment. We've got two up here that we will start
13 calling names from, and there's more out back, so as
14 people come in they can still sign in. They are
15 numbered. They will go in the order of the numbered
16 signatures. There's a court reporter here who will be
17 providing a transcript. All the comments that we
18 receive tonight, all of the written comments, will be
19 addressed in the final environmental impact statement.
20 They will also be considered in developing the final
21 draft -- or the Final Master Plan.

22 The next steps in the process would be to
23 prepare those documents. Both the citizen advisory
24 committee and DPD will draft recommendations on the
25 draft -- I'm sorry -- on the master plan, and those

1 recommendations will be published, and another public
2 hearing will be held in front of the hearing examiner.
3 That's scheduled to occur towards the end of the year.
4 That's the plan at this point.

5 Once we have the public hearing in front of
6 the hearing examiner, she will create her
7 recommendation. It's a findings of fact and
8 recommendation that will be forwarded to Council.
9 That's anticipated to happen in the summer of 2015.
10 The counsel, the City council, is the final decision
11 maker on the master plan.

12 So tonight, to ensure that everyone can
13 comment, we are going to limit the comments to two
14 minutes. Katie here has signs that will help you know
15 where you're at when you're up at the -- we have the
16 microphone at the front here. I'll call three people
17 at a time to try to keep things moving. We do ask
18 that you try not to repeat comments. It's helpful if
19 you say, you know, speaker so-and-so, give their name,
20 say, "I support everything they said and here's some
21 additional comments." If you have written comment,
22 maybe summarize those and then turn them in.

23 And again, please, we want you to be
24 respectful of your neighbors in your community. No
25 booing, jeering, or clapping. We want to keep order,

1 and we want everyone to have an opportunity to speak,
2 and feel safe to do so. So at this point we'll call
3 the first three people.

4 So, again, for the court reporter, when you
5 go up to speak, please state your full name and your
6 mailing address. And the first people up are Nan
7 Street, who will speak first. Behind her is Nathan
8 Hansen, and Dr. Sarah Fouke. Sorry if I mispronounce.
9 That will be the first. Please, at the microphone.

10 MS. STREET: My name is Nancy Street. My
11 mailing address is 15912 27th Drive Southeast in Mill
12 Creek, Washington.

13 I'm speaking from the perspective of a mom
14 and a care provider for a 21-year-old daughter who is
15 diagnosed with brain cancer. That diagnosis is
16 extremely devastating and isolating. We were thrilled
17 to be able to find world class care right here in the
18 Northwest. We did not have to leave and learn to
19 navigate a new city, as well as the medical world and
20 the world of brain cancer. We greatly appreciated the
21 coordinated care that we received here and the well
22 thought outflow of care.

23 We had many emergent visits to the clinic,
24 as my daughter's intracranial pressure increased and
25 she had excruciating pain. She could be easily moved

1

Nancy Street

1. Your comments regarding health research care for brain patients are noted.

1 from the outpatient clinics smoothly to the inpatient
2 clinic, and past the researchers that were working to
3 save her life.

4 It is very important to look at the flow of
5 care for brain cancer patients and the proximity of
6 the research that's being done. The researchers need
7 immediate access to brain tumor samples that are
8 removed in surgery so they can begin looking at stem
9 cells.

10 In order to provide this kind of world
11 class care and research, it's going to take space and
12 money. I'm now very involved in raising funds for the
13 Ivy Center in order to continue to provide and promote
14 this kind of research in this area and to have a
15 national, as well as an international, effect on brain
16 cancer treatments that are being looked at at this
17 point.

18 As a homeowner, I appreciate that there's
19 going to be impact to the neighborhood, and I would
20 hope through the process that those concerns could be
21 dealt with. Thank you for the time to speak.

22 MR. HANSEN: My name is Nathan Hansen. I
23 work at the Ivy Center. My address is 1036 Northeast
24 114th Street. I work on the research trials that are
25 run by Dr. Cobbs, Dr. Henson, and the other physicians

1
Cont.

2

Nathan Hansen

2. Your comments on the work of the Ivy Center are noted.

1 in the Ivy Institute. It's a huge endeavor to run
 2 research trials. Many hospitals don't do it. It
 3 takes a lot of resources from the physicians as well
 4 as the hospital. Dr. Cobbs delegates a lot of the
 5 research to me, so I get to see a lot of his patients
 6 and speak at forums like this.

7 As a result, the patients that I see all
 8 have brain tumors. And the prognosis for many of
 9 these patients is not good. And I don't say that to
 10 bring people down. I say it because it's important
 11 that we're developing a world class treatment center
 12 here in Seattle. There's only a handful of treatments
 13 that are currently available for patients with GBM,
 14 which is the worst or most aggressive type of brain
 15 tumor that's out there. Those are the patients that I
 16 enroll in the clinical trials.

17 We have essentially new treatments in the
 18 works for every patient that we see at the Ivy Center.
 19 We're developing treatments based on genetics,
 20 immunotherapy treatments, developing a process where
 21 we can take samples of the patient's tumors and match
 22 them up against hundreds of different drugs to see
 23 what might work for that patient. But to do that
 24 work, and to do it well, requires a world class
 25 facility.

2
 Cont.

1 And the patients we see at the Ivy Center,
 2 the people with these brain tumors, they are our
 3 neighbors. They're the people who live in Seattle and
 4 the surrounding community. And I feel that the work
 5 that we do here for these patients at the Swedish
 6 Neuroscience Institute is an attempt to do right by
 7 our neighbors, and to provide the best care we can for
 8 the community of Seattle. Thanks.

9 MS. HAINES: Do we have Dr. Sarah Fouke? I
 10 will come back around. The next person is Troy
 11 Meyers.

12 MR. MEYERS: Sorry. I'll try and be brief,
 13 but two minutes is not very much time to get through
 14 what I've been trying to read the last few weeks. The
 15 bulk, height and scale of proposed development and the
 16 draft MIMP is incongruous and incompatible with the
 17 Cherry Hill neighborhood they call home. Cherry Hill
 18 is not an urban village. The proposed setbacks do
 19 nothing to mitigate the buildings that are eight times
 20 the height of the surrounding residential zone.

21 It will be an unreasonable hardship and
 22 impact to the nearest neighbors, while negatively
 23 impacting the lives of everyone who lives and works in
 24 the central area. The additional traffic levels
 25 outlined in the DEIS will have significant impact on

Troy Meyers

- 3. Your comments on height, bulk and scale are noted.
- 4. Your comments on potential traffic and the potential cuts to transit service are noted.

2
Cont.

3

4

1 the residents in the central area, but now that Dow
 2 Constantine's veto of the City Council bill to avert
 3 transit cuts, we will have reductions in transit
 4 services for the foreseeable future.

5 The current TMP has never been met, and its
 6 goals will not be able to at this point. The proposed
 7 expansion is in direct conflict with the health care
 8 trend of wellness care and centralized goals and
 9 decentralized delivery. Swedish Providence has failed
 10 to explore other options and demonstrate why here and
 11 why so big. Let me repeat, Swedish Providence has yet
 12 to demonstrate why they need to expand so much, and
 13 why it needs to be here on the Cherry Hill campus in a
 14 residential neighborhood.

15 We are being told that cardiology needs to
 16 expand, but staff and residents of First Hill have
 17 been told cardiology is moving there. The director of
 18 strategy Marcia Peterson's only response was that that
 19 had not been determined and that they need flexibility
 20 and who knows what the future will hold. To
 21 paraphrase Marcia Peterson, stop talking about the
 22 1994 MIMP. That was 20 years ago. I would counter
 23 with, if 20 years of actual history is not relevant,
 24 then how can 30 years of prediction and guesses be
 25 relevant.

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Cont.

5

5. The Transportation Management Plan (TMP) identifies the creation of an Integrated Transportation Board that includes representatives from the City as well as representatives from companies on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs, and ways to improve the SOV rate. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.
6. One of the purpose and intent statements of the Major Institution section of the Land Use Code (23.69.002) is: *Through the master plan: 1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth;*” The Master Plan is intended to be a long-term planning framework to accommodate the changing needs of the institution and health care in general.

6

1 In 2002, Sally Wright, former
 2 vice-president of communications at Swedish, said, the
 3 organization is stepping back a little bit now and
 4 looking at all of the real estate. Maybe we don't
 5 need all of the real estate we're sitting on. As a
 6 result of that, they sold half of the campus to Sabey.
 7 There is unleased space on the campus that is going
 8 unused.

9 That brings to mind the question, who is
 10 this development really for? Is it Swedish or Sabey?
 11 Because of the lack of transparency I can only go by
 12 what I see. When I look at the attendance of the CAC
 13 meeting, Sabey typically has two to three times the
 14 representation of Swedish. And I didn't provide my
 15 address. It's 1705 East Columbia Street.

16 MS. HAINES: Thank you. I know it's
 17 difficult, but there's a lot of people who want to
 18 speak. So think about that it's to allow neighbors
 19 and the community to speak why we're limiting our
 20 time, and please providing it in writing. It still
 21 will be part of the public record.

22 So I'm going to call three people. I
 23 forgot that last time. That's Chettie McAfee, Kevin
 24 Walsh, and Gina Owens.

25 MS. McAFFEE: My name is Chettie McAfee.

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Cont.

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8

7. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

Chettie McAffes

8. Your comments on building scale, charity care, and affordable housing are noted.

1 I'm with Central Area Youth Association. Address is
2 119 23rd Avenue.

3 A few weeks back the community got together
4 to vote on a list of things that Swedish Providence
5 Hospital needs to do to be a good neighbor, in a way
6 benefitting a multi-billion dollar corporation that is
7 profiting from the care of our community needs. One,
8 build responsibility. Scale the buildings in a way
9 that works for all of us. Huge buildings with minimal
10 setbacks and massive parking capacity doesn't fit with
11 our neighborhood. Two, forgive medical debt and
12 increase charity care access. Support neighbors
13 struggling with or facing foreclosure from huge
14 medical bills that should be forgiven as charity care.

15 Make access to charity care and other
16 financial assistance easier and more transparent.
17 Three, support affordable housing. Help ensure that
18 current residents can afford to stay in Squire Park,
19 also known as Central District, and that Swedish
20 Providence workers have the opportunity to live in the
21 neighborhood.

22 Four, back our buses and bikes. Ensure
23 that workers and patients who come to Cherry Hill have
24 access to reliable public transit and safe cycling,
25 easing the traffic congestion and parking stress in

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Cont.

9

- 9. The TMP includes incentives to encourage more people to come to Swedish by transit, walking or bicycling.

1 the area.

2 Five, provide safe care. Make sure
3 patients get the care they need by meeting good
4 staffing standards and respecting the recommendations
5 of bedside nurses.

6 Six, give back to our schools. Give
7 generously to Bailey Gatzert Elementary and other
8 local schools in need, supporting the next generation
9 of potential Swedish Providence staff. And seven,
10 provide living-wage jobs with benefits. Ensure that
11 high benefit costs don't cause your own workers to
12 forego health care. Give the good neighbor. Be a
13 good neighbor. Thank you.

14 MS. HAINES: Kevin Walsh was next.

15 MR. WALSH: My name is Kevin Walsh. And
16 just being very personal, the reason why I feel that
17 Swedish is a good neighbor and it's a plus to the
18 neighborhood, I came here in 1980, and I worked here
19 from 1980 until 10 years ago, and I now am a volunteer
20 here.

21 When I came here, I noticed that for some
22 reason this hospital attracts people who are caring
23 and dedicated. It's just -- there's no other type
24 that comes here. I mean -- and it's very important.
25 And I worked as a worker here. Also, the last three

10

11

12

10. Your comments on safe care are noted.

11. The Swedish Master Plan includes a description of its partnerships and programs to support the local community.

Kevin Walsh

12. Your comments concerning working at and using Swedish are noted.

1 years I've been a patient here in Cherry Hill and also
2 First Hill. And I find the same love and dedication
3 and caring in all of these hospitals.

4 I think that Swedish is a real boon to the
5 neighborhood, and I'm hoping that we'll help them grow
6 to do more good. Thank you.

7 MS. HAINES: Could you give your address,
8 please, for the record. Your address?

9 MR. WALSH: P.O. Box 21607, Seattle, 98122.

10 MS. HAINES: So Gina Owens.

11 MS. OWENS: Hi. My name is Gina Owens.

12 And I live on 18th and Union in this community. I'm
13 here today because Swedish Providence needs to step up
14 and be a good neighbor. In 2006, my daughter Tiffany
15 was diagnosed by Providence Hospital to be struck with
16 pulmonary hypertension. Tiffany was working as an
17 assistant manager at a fast food restaurant and had
18 health care through her job, but because she fell ill
19 and missed so much work she was let go and,
20 subsequently, she lost her health coverage.

21 When Tiffany got really sick, we brought
22 her back here to Swedish Providence emergency room
23 where she was originally diagnosed. We applied for
24 charity care, and the process was long and confusing.
25 We needed bank statements, tax returns, copies of

Gina Owens

13. Your comments on charity care are noted.

12
Cont.

13

1 forms from DSHS, copies of bills. And the list just
2 goes on and on.

3 Had I been there, Tiffany would not have
4 been able to focus enough on her own to fill out the
5 charity care applications. She was too sick to
6 navigate such a complex system on her own. When we
7 ultimately got the application in, Tiffany's charity
8 care only covered a small portion of her medication.
9 She still received a bill over \$40,000 in hospital
10 care payable by her.

11 If Swedish Providence wants to expand in
12 our residential neighborhood any more than they
13 already have, they need to be a better neighbor than
14 they have been so far. They need publicized charity
15 care, publicized care that makes sure that everyone in
16 our community has access to the correct care they
17 need. Thank you.

18 MS. HAINES: Next three on the list is Paul
19 Tobin, Ginny Pleasant, and Dr. Rich Kovar.

20 MR. TOBIN: Good evening. My name is Paul
21 Tobin, and I am privileged to serve as executive
22 director of the American Diabetes Association here in
23 Washington state.

24 How many of you in the room know somebody
25 with diabetes? Quite a few of you here. Not

Paul Tobin

14. Your comments on patients with diabetes are noted.

13
Cont.

14

1 surprising. The CDC just released, just this week,
2 new statistics on diabetes. We have 29 million
3 Americans -- that's nearly one in three of us -- who
4 either have diabetes, or 80 million of us who have
5 prediabetes. That's one in three of us either have
6 diabetes or are at high risk of getting it. Children
7 are getting diagnosed with diabetes at a record pace.
8 And diabetes is expected to double by the year 2050.

9 This is seriously scary stuff. So what do
10 we need to do? First, we have to have a health system
11 in place to ensure those affected by diabetes get the
12 best possible treatment. Second, we need to prevent
13 those at risk from getting this disease, which is
14 oftentimes preventable, and to avoid the complications
15 of diabetes, which include heart disease, stroke,
16 kidney disease, amputations. The list goes on. We
17 simply can't afford to stay on the sidelines and hope
18 for the best. We need to have a plan, and part of
19 that plan is provided by Swedish.

20 I want to say a few words about partnering
21 with Swedish. First of all, their doctors, such as
22 Fran Broyles, medical director of the Diabetes care
23 Center, they're at the forefront of caring for
24 patients with diabetes. And their employees -- we've
25 heard from others of how caring they are -- are very

14
Cont.

1 actively involved in supporting the association's
 2 signature community events and programs, including our
 3 "Step Out: Walk to Stop Diabetes," our Tour to Cure,
 4 and our Expo, which raises funds for our mission, and
 5 provides free resources for thousands of people
 6 affected by diabetes.

7 Swedish volunteers serve on our board, our
 8 event committees, because they believe in our mission
 9 and share a common goal of health and wellness.

10 Swedish also supports and conducts research and
 11 treatment of diabetes patients and provides space for
 12 trainings and special events. All of these efforts
 13 help to create a healthier community that demonstrates
 14 the need for growth and health care to ensure that we
 15 have the resources necessary to stop diabetes and its
 16 many burdens.

17 So, thanks for listening to me and
 18 supporting Swedish and the plan for the next 20 years.
 19 And I live in Bothell, Washington, but I grew up in
 20 the Seattle area, and I work in the Seattle area.
 21 Thank you.

22 MS. HAINES: Ginny. Is Ginny here?
 23 Pleasant? So Dr. Rich Kovar.

24 DR. KOVAR: Hi. My name is Rich Kovar.
 25 I'm the medical director of Country Doctor Community

14
Cont.

Rich Kovar

15. Your comments on Country Doctor Community Health Centers, the availability of emergency and urgent care, and the training of future family physicians are noted.

15

1 Health Centers here in Seattle. I lived at 1314 33rd
 2 Avenue South, about a mile that way (indicating). I
 3 also serve as medical director of two community health
 4 center systems. One is about two miles that way and
 5 one is one mile that way.

6 And I just want to speak to why I think
 7 this institution is a very good neighbor and is an
 8 incredible resource to our community. In addition to
 9 providing the world class cardiac and neurosurgical
 10 types of care and research, which I value greatly,
 11 it's also, which doesn't get a lot of attention, it's
 12 an enormous resource for emergency care in our
 13 institution. Now, after hours, an urgent care, has
 14 started this year in this institution, in a facility
 15 that is inadequate and needs some development.

16 It also has something also that is crucial
 17 to this campus is it's a world class -- it is perhaps
 18 the best in the Northwest training program for future
 19 family physicians, many of whom have graduated from
 20 that program and I've been able to hire to serve low
 21 income people in our community. So the web is
 22 complicated. It's been an incredibly strong, valuable
 23 partnership with the community health centers in this
 24 area. And this has been for a sustained period of
 25 time. And certainly since the 1980s, since I've

15
Cont.

1 started working here, Swedish Cherry Hill here has
 2 always been a very strong valuable partner, providing
 3 lab services for low income people, written off on the
 4 charity program, as well as radiology imaging
 5 services. So it's really -- in many, many ways, has
 6 served the community and given back a lot. And I
 7 appreciate the time to support them.

8 MS. HAINES: So the next three people are
 9 Ann Flemming, Dixie Mitchell, and Jenae Knapp. Is Ann
 10 Flemming here? Okay.

11 MS. FLEMMING: Hi. My name is Anna
 12 Flemming, and my address is 120 19th Avenue East. I'm
 13 here on behalf of Girls On the Run of Puget Sound.
 14 Swedish has been a long time supporter of our
 15 nonprofit. We are a physical activity-based, youth
 16 development program for girls in third through fifth
 17 grade. So our program is designed to develop and
 18 enhance girls' social, psychological and physical
 19 competencies to successfully navigate their life
 20 experiences.

21 So it's a 20-lesson curriculum that
 22 combines training for a 5K with life skills that
 23 prevent unhealthy and risky behaviors, such as
 24 physical inactivity and negative body image, and
 25 promotes positive health outcomes. Over the past four

Anna Flemming

16. Your comments on behalf of Girls on the Run of Puget Sound are noted.

15
Cont.

16

1 years, our partnership with Swedish has been really
2 essential to our growth. And it's allowed us to
3 invite more girls to participate in our life-changing
4 program. We currently serve over 1200 girls every
5 year.

6 Swedish has provided over \$27,000 in
7 scholarships for girls in our program, specifically in
8 high-need schools in the Tukwila and Highline School
9 Districts. So that ensures that girls in communities
10 with financial barriers are able to participate in our
11 programs. They also -- Swedish actively recruits and
12 encourages employees to volunteer as coaches and
13 running buddies. And that's been really essential to
14 our program as the demand for it grows.

15 We currently have about 350 coaches and
16 1200 running buddies each year, and we have a staff of
17 about five, which means that partners like Swedish to
18 help with recruitment means we can serve girls that
19 are waiting to participate in our program. Swedish
20 also provides space for several volunteer coach
21 training every season, which allows us to save money,
22 and spends -- provide more scholarships for girls.

23 So we're grateful for our partnership with
24 Swedish and their shared commitment to building
25 bringing strong and health communities. Thank you.

16
Cont.

1 MS. HAINES: Dixie.

2 MS. MITCHELL: Good afternoon. My name is
3 Dixie Mitchell, and I live at 927 21st Avenue in
4 Seattle, Washington, and I am a long-time resident of
5 the Central District. My children and I have lived
6 here, and my husband, over 46 years. And in 2008, my
7 husband had -- was diagnosed with cancer and had a
8 stroke, and I was also diagnosed with cancer in 2010.

9 We went to Swedish to receive the care that
10 we needed. At around the same time, we fell victim to
11 the burst of the housing bubble and had to fight to
12 stay in our home. Thank God, we got to keep our home,
13 and after my surgery but -- I became cancer free, I
14 hope, but I have to go back for checkups every three
15 months. However, this process left us with thousands
16 of dollars of medical debt.

17 I tried to fill out a charity care
18 application multiple times, but the process was long
19 and confusing. Mind you now, I'm over 70 years old at
20 the time. And they wanted bank statements, copies of
21 all the bills, other information that I didn't have
22 available. And this was really hard for me to find
23 all these documents. I ran around trying to gather
24 all the information to fill out the application, and
25 when I sent it in I never heard back to whether I was

Dixie Mitchell

17. Your comments on charity care are noted.

17

1 approved or not.

2 Now, Swedish Providence, they calls me all
3 the time wanting their money, and I tell them that I
4 cannot afford to pay. Every dime of our social
5 security retirement goes to mortgage, food and
6 utilities. And medical debts is the number one reason
7 that families declare bankruptcy. And I hope that
8 Swedish Providence need to make -- kind of make this
9 process easier to protect families and seniors rather
10 than ruining the lives of most valuable in this --
11 vulnerable in our community. Thank you so much.

12 MS. HAINES: Jenae.

13 MS. KNAPP: My name is Jenae Knapp, but
14 there is a speaker here that she has to leave quickly,
15 and I'm wondering if she can speak before me.

16 MS. HAINES: Okay.

17 MS. KNAPP: Is that okay?

18 MS. HAINES: Or take your place maybe?

19 MS. FARR: Good evening. My name is
20 Leilani Farr, and my address is 11159 Luther Avenue
21 South. I live in Seattle. And once again, good
22 evening, everyone. My name is Leilani, and I'm a
23 staffing coordinator and a member of the SEI union. I
24 have been an employee of Providence for about 25-plus
25 years. And I have lived in this community in the

Leilani Farr

18. Your comments about working and using Swedish Cherry Hill are noted.

17
Cont.

18.

1 past. I don't live here currently.

2 I've sent my children to school in this
3 community as well as received -- I still receive my
4 family's personal health care at this very campus at
5 Cherry Hill. I am asking Providence to sign this good
6 neighbor contract because I believe it is the just and
7 right thing to show this community that we, as a
8 health care facility, are willing to invest in the
9 area we are looking to expand in.

10 This community has played a big role in my
11 daughters' lives. They are currently in high school,
12 my younger two, but they attended a K through 5 school
13 on MLK by the name of Thurgood Marshall. And, you
14 know, it still impacts them to this day. When we
15 drive by the school they're always like, oh, we want
16 to go and visit that school. We loved it there. And
17 that means a lot coming from a high schooler. I don't
18 know if you would agree with that. But they really
19 have fond memories there.

20 And what I will say about Cherry Hill is
21 that when I first started here -- I won't say how long
22 ago; when I was in high school -- that's a long time
23 ago, though -- it was a place that I really took pride
24 in. I actually delivered my last two daughters here.
25 And I will say that I feel like the environment in

18
Cont.

1 this place has kind of changed from the home-oriented
 2 place to a more corporate level. So I feel like, you
 3 know, I really would like, in good faith, for
 4 Providence to sign this contract to show the community
 5 that we -- we're really looking out for their best
 6 interests, and we want to provide care for the people
 7 that live here.

8 I just -- you know, I really feel that
 9 that's an important thing that we show the neighbors
 10 that we do care about them. Thank you for your time.

11 MS. HAINES: So to be fair, I just switched
 12 those speakers around. So Jenae will be going and
 13 leave -- sorry -- Ms. Farr's place.

14 The next three are Sally Neillie, Tina
 15 Trap, and Georgia Bakke-Tull. I'm sorry if I
 16 mispronounce the name.

17 MS. NEILLIE: I'm Sally Neillie. My
 18 address is 3409 64th Avenue Southwest. I'm the
 19 executive director of Project Access Northwest, which
 20 provides access to specialty care services for low
 21 income and Medicaid patients by working with
 22 specialists to understand how to best prepare patients
 23 for care, and then to work with primary care to meet
 24 the specialist information and previsit needs, and
 25 then working with patients to build their

18
Cont.

19.

Sally Neillie

19. Your comments regarding Project Access Northwest's partnership with Swedish are noted.

1 understanding of how to get and use health care
2 appropriately.

3 Swedish has been an amazing partner in this
4 effort. The specialists in the hospital system have
5 over 300 specialists that are involved with us
6 providing pro bono care, and the Swedish Heart and
7 Vascular Institute and the Neuro Institute on this
8 campus are very important parts of that.

9 We found Swedish to be very committed to
10 partnering with us, both in the medical and dental
11 arenas. Most of the providers volunteer their
12 services. We rely on the Swedish residency programs a
13 lot for a lot of specialty care. Swedish covers all
14 the operating costs, all the business costs, all the
15 operating room costs, and serves hundreds and hundreds
16 of patients each year.

17 Swedish even played a really critical role
18 in Project Access's early days. There were two really
19 awesome docs on this campus that opened a little
20 hidden free clinic to provide follow-up ortho care for
21 those patients using the emergency department without
22 insurance.

23 And when we found out about it they let us
24 come and play with them, learn how to make it work
25 from the specialist perspective, as well as from the

19
Cont.

1 patient's perspective. So we owe them a huge debt,
2 and they've been huge community partners to us, and we
3 need to allow them to grow and continue to provide
4 this kind of service to the community. Thank you.

5 MS. TRAP: So my name is Tina Trap. I'm
6 one of the nurses that works here at Cherry Hill. My
7 address is 117 East Louisa, PNB-135, Seattle, 98102.
8 Before we look at future planning, we need to take a
9 look at what's going on in the present. That means
10 being a good neighbor and paying closer attention to
11 our patients, our staff, and our neighborhood.
12 Improving our hospital should actually mean improving
13 the livability of the whole neighborhood, for both the
14 patients and the staff. That's a package deal. That
15 means transportation, education, housing, and public
16 space.

17 I work with patients -- a little feedback.
18 So I work with patients who need diagnostic studies,
19 and that's a spectrum from insured patients all the
20 way to those under served in the homeless population.
21 Many of our neighbors are struggling to pay their
22 bills. Everything has to be pre-approved in advance,
23 whether they're insured or they have to go through the
24 cumbersome charity care application before they get on
25 a roster.

Tina Trap

20. Your comments concerning the livability of the neighborhood and charity care are noted.

19
Cont.

20

1 We need to see greater investment in our
2 patients to help charity care debt so that these
3 patients can actually get the care that they need. In
4 addition to the care, we also need to address parking.
5 Cherry Hill is largely inaccessible by bus. And it's
6 about to get a lot worse in September with the busing
7 cuts.

8 I have many patients who come to Cherry
9 Hill who cannot afford \$12 to \$16 a day to park,
10 especially when they already cannot afford the
11 hospital fees. If they can't afford insurance they
12 can't really afford to park here at Swedish. I'm
13 worried we will only amplify this program by building
14 larger structures and further congesting our
15 neighborhoods, especially because these proposed
16 structures are so disproportionate and out of line
17 with the fabric of the current neighborhood.

18 As staff we are proud to provide care here.
19 We want to see that the care is protected and
20 improved, but we also -- but this also means the
21 ability for staff to afford the care of people that
22 work here in the hospital and work here.

23 Cuts to the benefits will also harm the
24 greater community.

25 MS. HAINES: I'm sorry, your time is up.

20
Cont.

21

21. Your comments concerning parking costs and patient care are noted.

1 MS. TRAP: Being a good neighbor means we
2 create a welcoming environment to our patients with
3 transportation options.

4 MS. HAINES: But it is in writing, and if
5 you would like to turn that in, make sure your name is
6 on that and your address. And if you would like it
7 turn it in, we'd appreciate that. Thank you.

8 Georgia.

9 MS. BAKKE-TULL: Good evening. My address
10 is 3015 Northwest 77th Street, Seattle 98117. I'm
11 Georgia Bakke-Tull, and I'm a mammographer
12 technologist at Swedish and a member of SEIU 1199. I
13 wholeheartedly agree with what the previous speaker
14 was intent in delivering. I would like to add to
15 that. As Swedish Providence health care workers, we
16 are the front lines of care in our community. And
17 we're calling on Providence to be a good neighbor to
18 us and those we serve.

19 As a staff member of the mobile mammography
20 unit, I do the kind of community benefit work that
21 Swedish Providence needs to be doing and that which
22 Swedish has long been known for. It seems to me that
23 the new Swedish Providence no longer demonstrates the
24 same level of commitment to our service. When a staff
25 member has an emergency or an illness there's no -- no

Georgia Bakke-Tull

22. Your comments concerning working at Swedish and community benefit work are noted.

21
Cont.

22

1 one to replace them in our facility, in our
2 department, because they no longer provide funds for
3 overtime or replacement with (inaudible) per diem in
4 our department.

5 I have observed a decline in what Swedish
6 values are, were, and I am concerned with the
7 continued downward trend in the availability and
8 quality of the supplies we need for doing our job, and
9 the staffing we need to provide the care to our
10 community, that our community counts on and deserves.

11 We cannot continue to undermine the care of our
12 community by cutting corners.

13 We also cannot continue with this new
14 philosophy to do more with less health care. It is
15 not sustainable. Providence Swedish needs to share in
16 their success, the success that we, their workers,
17 made possible so that everyone in the community
18 benefits. Thank you.

19 MS. HAINES: The next three up are Jenae
20 Knapp, Jack Hanson, and Jerry Daggett.

21 MS. KNAPP: Hello. My name is Jenae Knapp.
22 My address is 11833 Southeast 231st Place. That's
23 Kent, 98031. I'm a registered nurse here at Swedish
24 Providence and have been here for 27 years. I'm also
25 active in our union of employees here.

Jenae Knapp

23. Your comments regarding working at Swedish, charity care, and support for Swedish workers are noted.

22
Cont.

23

1 My wish is to give the best care possible
 2 to the community and my patients. And throughout most
 3 of my career, I feel that my employer has had those
 4 same goals and wishes. But as of recent it seems that
 5 my employer has put -- shifted their focus to profits
 6 instead of care. Being a good neighbor means that
 7 Swedish understands, in a hospital here, we need to
 8 take care of our patients, our community, and work
 9 with our health care staff to achieve that best care.

10 Examples of this would be more charity
 11 care, waiving charity debt, supporting employees who
 12 live or live and work here in this community with
 13 affordable care. Working with the community in
 14 committee with employees to improve that care.
 15 Listening to people who provide the care to their
 16 community and their patients.

17 This is a neighborhood with a wonderful
 18 history, and we hope that it continues that way with a
 19 wonderful hospital. Thank you.

20 MR. HANSON: Is Jack next?

21 MS. HAINES: Jack is next.

22 MR. HANSON: That's me. The name is Jack
 23 Hanson. I live at 209 22nd Avenue South, right around
 24 the corner. So, others have commented here tonight
 25 about the outside height and bulk of the buildings

Jack Hanson

24. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

23
Cont.

24

1 that Providence Swedish wants to build on this campus.

2 I agree with those concerns, but I want to draw
3 attention to some different, but still relevant,
4 points about the character of the organizations that
5 are requesting the zoning allowances, and about the
6 anticipated need for such a massive buildout.

7 So, concerning the applicants, let's be
8 clear. Swedish is now wholly owned and controlled by
9 Providence Health and Services, so I will refer to
10 them as "Providence" throughout my comments. It's one
11 of the largest health care corporations in the
12 country. It owns and operates 33 hospitals and 600
13 clinics, as well as a bunch of other sites of care in
14 five states. It posted 11 billion dollars in revenue
15 last year, and it's posted one billion dollars in
16 profits in the last three years. It's a lot of money.

17 This is not the Swedish we all used to know
18 and love. Providence Swedish's business model
19 consists in dominating health care markets in which it
20 operates. That's how it rolls. The Cherry Hill
21 campus, Providence, has partnered with Sabey
22 Corporation, a for-profit commercial real estate
23 developer, whose purpose is to maximize returns for
24 its owners and its investors.

25 And it's quite clear to me that it's a

24
Cont.

1 ruthless concern with the bottom line that is the
 2 driving force behind this draft MIMP. In my
 3 estimation, Providence and Sabey seek permission to
 4 develop this campus to more than twice its current
 5 size in order to claim market share and make money.
 6 It's that simple. So it's important to consider the
 7 appropriateness of the institutional growth, the
 8 public benefit to be achieved, and the changing needs
 9 of the major institutions. These are all referenced
 10 in the municipal code section on MIMPs.

11 On market share, in appendix G of its MIMP,
 12 Providence, if you deeply look on page 5 of Appendix
 13 G, Providence is planning a 50 percent growth in
 14 market share for the central Seattle market. That's
 15 why it needs so much more space. This is about taking
 16 patients away from Virginia Mason, Harborview,
 17 University of Washington, and Overlake.

18 And I've got some more comments about their
 19 gross square foot per bed. This is part of what I
 20 work on professionally. Their number of 3500 gross
 21 square feet per bed is way at the top end of what
 22 anybody needs for a contemporary hospital. Keep that
 23 in mind as you review the MIMP.

24 (Clapping.)

25 MS. HAINES: We're trying to be polite. No

24
Cont.

25

26

25. Swedish's description of its need for growth is included in Section A.3 of the Master Plan.

26. Your comments are noted.

1 jeering. No booing. So, Jerry?

2 MR. DAGGETT: My is Jerry Daggett. I live
3 at 3600 38th Avenue South 98144. I rely on public
4 transportation to get to my doctors' appointments and
5 physical therapy. And the reason why I switched to
6 Swedish Cherry Hill is because my other HMO was
7 scattered all over the place. So it was really great
8 to have my primary care physician, my neurologist, and
9 my physical therapist doctor, physical -- there's two
10 physical therapy facilities here. And it's just great
11 to have it all in one location. So, it's very
12 beneficial.

13 And I do take public transportation to get
14 here. And there's many ways that disabled people can
15 get to this hospital: by public transportation, taxi,
16 or by Access van. So, I really appreciate the care
17 that Swedish has given me at the MS center, and I hope
18 it continues, and I can see room for more growth
19 within the facility. Thank you.

20 MS. HAINES: So we're moving on to page 2.
21 The next three people are Deb Ferse, Rod Oskovian, and
22 David Hanscom. So, is Deb here? Rod Oskovian,
23 doctor? David --

24 UNIDENTIFIED VOICE: If Rod is not here,
25 can I speak for Rod? I'm one of the other physicians

Jerry Daggett

27. Your comments on the use of public transportation are noted.

27

1 on here somewhere else on the list. You mentioned me
2 earlier.

3 MS. HAINES: We allowed switching places
4 before, so I will allow switching places.

5 UNIDENTIFIED VOICE: (Inaudible.)

6 MS. HAINES: I started something, didn't I?
7 What was your name?

8 MS. HANSON: Alice Hanson.

9 MS. HAINES: I'll switch Deb with Alice
10 Hanson. She's up here. Can I get let her go first?
11 Okay.

12 DR. FOUKE: My name is Sarah Fouke,
13 F-O-U-K-E. I think you've got me on the list there
14 somewhere.

15 MS. HAINES: You were number three.

16 DR. FOUKE: I think I've been bumped back.
17 So, thank you. I'm one of the neurosurgeons here.
18 We're loud, we surgeons. Thank you, though. I'm one
19 of the surgeons here. I've been here in the community
20 for about six years. I grew up in St. Louis and
21 trained at -- was born at and trained at an urban
22 hospital in St. Louis that had a lot of these same
23 challenges as the hospital system grew and did a very
24 good job of partnering with the community to see the
25 community benefit rather than suffer as a result of

28

Sarah Fouke

28. Your comments concerning working at Swedish are noted.

1 growth of the hospital.

2 I understand the skepticism in the
3 community when you see Swedish change into Providence,
4 and those of us who have been employed by Swedish have
5 shared that skepticism. But what I would encourage
6 you to see, at least in balance, is that there are a
7 large group of us here as your physicians in the
8 community who aren't thinking about profit margin, who
9 aren't thinking about trying to make money off of the
10 community but are really trying to do a job as doing
11 the very best job taking care of community members
12 here and community members in the Greater Seattle,
13 Washington, Alaska, Montana area.

14 Our job as the Neuroscience Institute is to
15 take the very best care of all patients with
16 neurosurgical and neuroscience problems in the region.
17 And Providence has pointed to what's been done here in
18 the last six years, as, you know, kind of an example
19 of how they'd prefer to have things done elsewhere.
20 We'd like to run a training program to train the next
21 generation of neurosurgeons here. We'd like to do a
22 better job so that, yes, market share grows not for
23 profit but because we're the best place to take care
24 of these patients.

25 So, I would emphasize that on the brain

28
Cont.

1 tumor front, that on the spine front, that on the
 2 stroke front, that on the multiple sclerosis front,
 3 we're working to build a center where we can take the
 4 very best care of patients in this community and
 5 beyond. And I hope that we can partner together to do
 6 that rather than do it with skepticism.

7 MS. HAINES: Who were you replacing again?

8 DR. FOUKES: I think Rod Oskovian.

9 MS. HAINES: And then, I'm sorry, I forget
 10 your name.

11 MS. HANSON: Alice Hanson. My name is
 12 Alice Hanson. I'm in Northgate, 9112 Fifth Avenue
 13 Northeast. And why am I speaking for Deb first?
 14 Well, it's wonderful to be following the
 15 neurosurgeons, because, I'll tell you what, the
 16 neurology here just rocks. Swedish saved my life.
 17 And Swedish saved Deb Ferse's life. Deb Ferse is a
 18 five-year survivor, five years of surviving brain
 19 cancer. The average is one year. We have a jewel
 20 here. We save people's lives. This is a world class
 21 Ivy Center that's doing research to try to address
 22 cancer in your lifetime.

23 How many people here have ever had a
 24 life-threatening disease? You looked them in the
 25 face, you go, oh, God, what am I going to do? It's a

Alice Hanson

29. Your comments concerning health care at Swedish are noted.

28
Cont.

29

1 horrible feeling. It's so nice to have good
 2 providers, wonderful doctors, and people who are able
 3 to help you close by. I had Dr. David Newell do brain
 4 surgery on me, and he saved my life. And Dr. Foltz,
 5 who died himself of cancer, we have now Dr. -- how
 6 many minutes do I have? How long?

7 MS. CHANEY: One minute.

8 MS. HANSON: I just want to let you know,
 9 do not let a jewel turn into a piece of rock. Turn
 10 this into a wonderful place that you can be proud of
 11 because it's a world class cancer center. Please let
 12 us expand the Ivy research center so we can address
 13 cancer in your lifetime. Thank you very much.

14 MS. HAINES: So the next three on the list
 15 are Ryder Gwinn, Dr. Ryder Gwinn, Johnny Delashaw, Dr.
 16 Johnny Delashaw, and Sonja Richter.

17 DR. HANSCOM: Did you get David?

18 MS. HAINES: She switched with Ron. So we
 19 called you and you weren't here, but I'll let you go
 20 because you're just right there. You're the next one.
 21 She switched with Ron. Sorry.

22 Next three are David, Ryder and Johnny, Dr.
 23 Johnny Delashaw.

24 DR. HANSCOM: So, my name is David Hanscom.
 25 I am Swedish's senior spine surgeon. I do complex

29
Cont.

30

31

30. Your comments concerning the Ivy Center are noted.

David Hanscom

31. Your comments concerning your work at Swedish are noted.

1 spinal deformities. I live in Belltown, and I've been
 2 at Swedish almost 30 years. And our business is much
 3 bigger than Providence Cherry Hill, and I have watched
 4 a disturbing trend in that last five years of a very
 5 aggressive approach to spine surgery being done on
 6 relatively normal spines. More people were on
 7 disability in 2011 than found new jobs. Five percent
 8 of patients consumed 55 percent of the health care
 9 dollars.

10 Most doctors hate taking care of chronic
 11 pain. We love it. Our vision is much bigger. We are
 12 determined to create a center that's multi-
 13 disciplinary that sets a standard that compels the
 14 world to follow. That's much bigger than Cherry Hill.
 15 My problem is that the way to deal with chronic pain
 16 -- and we have a very high success rate. We probably
 17 have 700 patients that have gone absolutely pain free,
 18 mostly without surgery. We spend most of our time
 19 talking people out of surgery, not into surgery.

20 And the way it works is that we have a
 21 multi-disciplinary approach. What we do here, that is
 22 done no place else in the world, is we talk to the
 23 pain center. We talk to the physiatrist. We talk to
 24 the neurologist, but guess what? They're all in
 25 different buildings. So the only difference between

31
Cont.

1 us and, say, a Barrow Institute in Arizona or in
2 Philadelphia, Ray Center, is space. We have to be in
3 one spot.

4 We know in business that when people are in
5 one spot, type of cases, sharing care, the level of
6 care goes up dramatically. We all need to be in the
7 same space. We have a desperate need for space. We
8 are trying to set up a standard that is unparalleled.
9 It will compel people to equal us. We determine to
10 create a standard (inaudible) with the idea we raise
11 the boat for everybody. We are not trying to put
12 people out of business. We are trying to actually
13 inspire them to do a better job. Thanks.

14 DR. GWINN: Hi. My name is Ryder Gwinn.
15 I'm a neurosurgeon here at Swedish. I've been here
16 for 10 years now, and I focus on patients who have
17 seizures, epilepsy, chronic pain, Parkinson's disease,
18 essential tremor. And I've been very fortunate to be
19 involved in two major trials investigating new
20 therapies, one for looking at neuro stimulation to
21 treat epilepsy, another one which we're undergoing
22 right now to treat patients with essential tremor
23 using focused ultrasound.

24 And these have been real exciting new
25 therapies for our patients, but they've required a

Ryder Gwinn

32. Your comments concerning infrastructure investments and staff at Swedish are noted.

31
Cont.

32

1 huge amount of infrastructure and investment on the
 2 part of my institution, Swedish. New MRI machines.
 3 New neuro navigation equipment. New operating rooms.
 4 We would have never been able to be pioneers in these
 5 areas without the infrastructure that's been put in
 6 here at the Cherry Hill campus.

7 And our patients come from Alaska, Idaho,
 8 really all over the Northwest, even nationally, to
 9 participate in these trials. And they've come to
 10 expect the very best when they come to Swedish. And
 11 looking forward over the next 10 years, if we really
 12 want to be able to offer these best therapies to our
 13 patients, we're going to have to continue that
 14 infrastructure investment and make it attractive for
 15 the best physicians to come and join us, for the best
 16 physicists, for the best biomedical engineers, to
 17 really also train the next group of neurosurgeons and
 18 neurologists that will take care of the next group of
 19 patients and come up with the next therapies. So,
 20 thank you very much.

21 DR. DELASHAW: I think I'm next. My name
 22 is Johnny Delashaw. I'm a neurosurgeon here at Cherry
 23 Hill. I've been only here eight months. I came here
 24 because this is the place to come. I was a chairman
 25 at University of California in Orange County. It's

Johnny Delashaw

33. Your comments concerning infrastructure investments and staff at Swedish are noted.

32
Cont.

33

1 very wealthy there, but the health care is not nearly
 2 the quality that it is here. It's not even close.
 3 You guys have a diamond here. A diamond not only for
 4 the Cherry Hill area but for Seattle. For Washington.
 5 And for beyond.

6 We have a goal to change the world. But
 7 we've got to change right here first, and we're making
 8 those changes. And we have people who just want to
 9 come here. Superstars in the neurosciences. Please
 10 join us. Let us make this better than it is now.
 11 It's already the best place in Seattle. There's no
 12 question about it.

13 How many of you have had a stroke, a member
 14 of the family have a stroke? Almost everyone, right?
 15 Do you want to go to a facility that's okay, status
 16 quo? Or do you want to go to a place that's got
 17 superstars that's innovative and the state of art. I
 18 mean, really, seriously, this is the place. We're
 19 growing so fast we need some expansion. Help us out.
 20 We really want to help you guys out. We want to help
 21 everyone out. We are going to change the world, and I
 22 hope you'll join us. Thank you.

23 MS. HAINES: The next three up are Sonja
 24 Richter, Wimsey Cherrington, Kevin Walsh.

25 MS. RICHTER: Hello. I'm Sonja Richter. I

Sonja Richter

34. Your comments concerning hearing testimony and charity care are noted.

33
Cont.

34

1 live at 827 17th Avenue. And these meetings have been
 2 going on for over a year, and it's really puzzling why
 3 so many of these advocates from Swedish didn't bother
 4 to come to the meetings to see the comments from the
 5 community. It's so interesting that you've packed the
 6 meeting. Also, this is very emotional. We're not
 7 here to say it's not good for someone to have
 8 treatment. And we're obviously getting such good
 9 treatment you don't need to expand this hospital.
 10 They're doing great. Okay.

11 And if you can afford to give \$27,000 to a
 12 girls' group, why can you not afford to forgive a
 13 \$40,000 charity case? Okay. This is not a meeting
 14 about emotion or service. This is a meeting about 3.1
 15 million square feet. Quite a bit of that square feet
 16 is for Sabey, which is not a medical entity. It's
 17 business.

18 So, the simple fact of the matter is the
 19 project is too big, too tall, and out of scale to be
 20 put into a neighborhood. The Seattle Times this week,
 21 we have first -- front page Seattle Times. People
 22 down near the light rail. People with huge transit.
 23 They're upset about maybe 124 feet height. We're
 24 looking at over 200 feet height. It is simply out of
 25 scale with a residential neighborhood, and it will be

35. Your comments concerning height, bulk and scale are noted.

34
Cont.

35

1 served by only one bus. There is no public
2 transportation after the cuts.

3 So, I also have a 41-page rebuttal, if
4 anybody would like to read it, because then you can
5 send in comments which we have -- I think I told you I
6 have a third. I will be outside. If you give me your
7 e-mail, I will e-mail you this 31-page, which was
8 written by a former member of the CAC who has worked
9 on these plans.

10 This is not an emotional thing about
11 treatment. We want people to be treated. It is a
12 nuts and bolts fact -- it's fact. It's about building
13 buildings that are too big for this neighborhood and
14 can be placed somewhere else. And Sabey is a
15 business. It's not a neurosurgeon. It's none of
16 that. It's a business. So if anybody wants this,
17 this is a great thing. My son wrote it. Anyway, it's
18 41 pages of rebuttal to the assertions. You have to
19 remember these -- the hospital is asserting this need.
20 There is no proof of it.

21 MS. HAINES: Sonja, your time is up, but
22 leave the comment behind.

23 MS. RICHTER: Oh, I am. I will. Thank
24 you.

25 MS. HAINES: So, Wimsey.

36

37

- 36. While the future of public transit in the area is uncertain, there are no plans by King County Metro to eliminate transit service to Swedish Cherry Hill.
- 37. The comments prepared by Nicholas Richter have been included in the comments submitted by individuals. Responses to those comments are included with the comment letter.

1 MS. CHERRINGTON: My name is Wimsey
 2 Cherrington. I'm a near neighbor. I live at 701 17th
 3 Avenue. First, I want to say that I support and
 4 appreciate all of the written comments that Nicholas
 5 Richter submitted. They're very thoughtful and
 6 detailed, and he put it much better than I could.
 7 Those are already a matter of record.

8 And underscore that this is a residential
 9 neighborhood. This is not the place to do this scale
 10 of building. That all three alternatives, the height,
 11 the bulk, and the scale, exceed what's compatible with
 12 this neighborhood. The shadow patterns extend way,
 13 way, way beyond, way, way, way into the neighborhood,
 14 and will affect health, will affect gardens, will
 15 affect lifestyle. The traffic, et cetera, et cetera.
 16 So, transportation, all the issues that have been
 17 raised. And all the issues that are raised in
 18 Nicholas's comments, I underscore and I appreciate.
 19 Thank you.

20 MS. HAINES: And I believe Kevin Walsh is
 21 left. That's my understanding. Kevin?

22 The next three are Catie Chaplan, Bobbie
 23 Severson, and Bob Cooper.

24 MS. CHAPLAN: Hello. My name is Catie
 25 Chaplan. My name is Catie Chaplan. I live at 832

38

Wimsey Cherrington

38. Your comments on height, bulk and scale and compatibility with the neighborhood are noted.

Catie Chaplan

39. Your comments concerning transportation, potential transit service cuts, and need for development are noted.

39

1 16th Avenue. I've lived in the neighborhood for about
2 25 years. I'd like to support and underscore what
3 Jack -- I didn't catch your last name -- said; what
4 Sonja Richter said; in the written statements by
5 Nicholas Richter; and also by Wimsey, who just spoke.

6 So I will keep my comments brief. I'd like
7 to highlight again the transportation issue. This
8 neighborhood was left out of light rail. This
9 neighborhood doesn't benefit directly from the street
10 car, at least not for practical reasonable
11 transportation. And with the Metro cuts, having only
12 one bus line serve a major institution like this, to
13 me, is not a sustainable transportation plan.

14 So the impact of the neighborhood in terms
15 of traffic congestion, parking, I think, would
16 overwhelm the neighborhood. I think also the height
17 and scale and bulk of the buildings is way out of
18 proportion with the neighborhood. And there doesn't
19 seem, in any of this, to be -- there hasn't been, at
20 least in the research I've done, a demonstrated need
21 for either increased hospital beds or a research
22 facility. I mean, we're very lucky to live in a city
23 that has major research and hospital institutions. We
24 have U-Dub and Swedish First Hill and Virginia Mason,
25 and Overlake.

39
Cont.

1 And I've been in this neighborhood to watch
 2 Providence Hospital, with fabulous charity care, get
 3 taken over by Swedish, who aggressively expanded in
 4 Issaquah and other places and ultimately almost went
 5 bankrupt. And now we have the same development being
 6 proposed here when there wasn't enough need to support
 7 previous development. So I'd just like to state that
 8 I don't support the plan. And I would like to also
 9 underscore the other comments made earlier. Thanks.

10 MS. HAINES: Bobbie?

11 MS. SEVERSON: Hi. I'm Bobbie Severson,
 12 the nurse practitioner in the MS center here. I'm
 13 going to give my work address in case there's mail
 14 that I may not want come to my home. MS Center,
 15 Swedish Neuroscience, 1600 East Jefferson Street,
 16 Level A, Seattle, 98122.

17 I come to you as both a provider and a
 18 consumer of Providence or Swedish. And I go way back
 19 with my Italian grandmother living in Rainier Valley,
 20 who used to come here where all the Italians would
 21 come. So I'm going to give you some wow facts. I'm a
 22 little nervous because I don't know what the audience
 23 is like. I want to thank you for being here. I know
 24 it's a tough subject to talk about.

25 Some MS wow facts. MS is a chronic,

Bobbie Severson

40. Your comments concerning working at Swedish and MS patients are noted.

39
Cont.

40

1 disabling and chronic disease. It affects women three
 2 to four times more than men. The incidence is
 3 increasing in women over men. And MS is the third
 4 most expensive disease of young adults behind trauma
 5 and cancer. There's no cure, but due to the world
 6 class center and the research efforts there are now 10
 7 drugs that slow progression down, and those drugs
 8 began in 1993.

9 Some of my -- I speak for my MS center
 10 facts, and I wanted to also comment about the
 11 competition. The competition is out there. I know we
 12 don't compete within our center for the other centers.
 13 Our competition is with us for the best patient care
 14 possible. I know that we may be the best in the
 15 region if not the world, and that's our goal because
 16 we strive to provide the best patient care possible.
 17 We provide a holistic approach to care. A lot of our
 18 care is free. A lot of our classes that we teach in
 19 the MS center are free. We have a one shop stopping
 20 for neurologist providers, patients. They all have
 21 the providers there in our MS center.

22 We oftentimes see people that nobody else
 23 wants to see in different clinics because they're too
 24 disabled. They lack the expertise, the research
 25 knowledge, or the disease complexity is too difficult

40
Cont.

1 for other providers or clinics to manage. Why would
 2 you not -- the question I have is: Why would you not
 3 want a world class center in your community? Why
 4 would you not want the best care possible? In our
 5 center we are growing and we need to expand because
 6 not only are we a local, a community, but we're an
 7 international center that patients come to us because
 8 they read about us on the Internet and they're there
 9 for the best care possible.

10 And again, our competition is to provide
 11 the best care of not only patients but their families
 12 and their significant others, in a holistic
 13 environment where they can come for all comprehensive
 14 care. Thank you very much for your time.

15 MR. COOPER: Good evening. My name is Bob
 16 Cooper. I live 349 16th Avenue. And first of all, I
 17 just want to say that it's somewhat outrageous you
 18 expect cogent comments on this plan in two minutes
 19 when the documents are multiple hundreds of pages
 20 long.

21 Following extensive discussions with the
 22 citizen advisory committee, months of community input,
 23 the proposed plan is described at best as highly
 24 inaccurate. A more brutal characterization would be
 25 that it's filled with lies, deceptions, omissions,

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Cont.

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Bob Cooper

- 41. Your comments on the allotted time are noted. Time per speaker was minimized in order to allow a larger number of speakers to have the ability to comments. In addition to oral comments, all comments that were submitted in writing either at the hearing or by e-mail or USPS have been included, reviewed, and responded to in this Final EIS.
- 42. Your comments on the Draft EIS are noted.

1 empty promises, and disingenuous statements.

2 There's been a lot of talk about care
3 tonight, but this plan is about the size of the
4 expansion of what's on this property. And I don't
5 think any of us were opposing the plans on the table,
6 want to shut the place down, but a final plan needs to
7 be rejected unless it is substantially accurate,
8 complete in its final -- actual presentations, and
9 pertains only to the medical center, not other
10 development inside this footprint.

11 Under the public policy established in the
12 major institution master plan ordinance, the plan is
13 supposed to be exclusively for the hospital, the
14 medical center and its mission and goals, not crafted
15 for a for-profit developer.

16 And transportation management needs to be
17 both more vigorous and enforceable, given the
18 institution's 20-year failure to comply with its
19 previous plan. I would point out that this building
20 that we are in right now was built in violation of the
21 last master plan. This was supposed to be a 60-bed
22 project described as a skilled nursing facility, two
23 stories tall, and 24,000 square feet.

24 Given that, this apparent legal/illegal
25 structure, it is here and massive. It makes

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Cont.

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43. SMC 23.69.008 Permitted uses allows for “*All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.*”

44. The TMP identified the creation of an Integrated Transportation Board that includes representatives from the City as well as representatives from companies on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.

45. Comment noted.

46. Swedish has proposed new Alternatives 11 and 12 in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.

1 transition to the east that much more important as you
 2 scale down headed toward the residential neighborhood.
 3 I will submit the rest of my comments in writing. But
 4 the plan should be rejected in its entirety. Thank
 5 you.

6 MS. HAINES: Do we have Georgia on here
 7 again? Looks like it. David Newell, Winona Hauge,
 8 and Nathan Charlton. Winona? Oh, I'm sorry.

9 DR. NEWELL: I'm David Newell, and address
 10 is 557 Eighth Avenue. I'm an MD. I'm one of the
 11 neurosurgeons, one of the cofounders of the
 12 Neuroscience Institute. My background is that I spent
 13 my whole career at the University of Washington. I
 14 was a professor of neurosurgery and head of
 15 neurosurgery at Harborview. I came to found the
 16 Neuroscience Institute because we saw this as an
 17 incredible opportunity to provide the best environment
 18 for patients to come to and the best environment for
 19 physicians to come to.

20 And that combination, plus a caring
 21 environment where everybody's volunteerism was
 22 embraced and brought into the fold, was the whole
 23 energy that built this whole Neuroscience Institute.
 24 And as my previous colleagues have commented, we have
 25 the best people in the country and the world coming

David Newell

47. Your comments concerning working at Swedish and partnering with the community are noted.

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Cont.

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1 here now for various aspects of the training. So, I
2 fully support expanding the facilities going forward.

3 The neurosciences all in one place is a
4 unique thing for Seattle. They've never had that in
5 their history. And I think this offers a tremendous
6 amount to the community going forward. I think one of
7 the things that's very apparent, because of the
8 demographics of our society, there is going to be a
9 huge increase in the needs for health care facilities
10 in the future. It's going to happen one way or the
11 other.

12 And I think the key here is to try to
13 embrace it and craft it so it doesn't affect the
14 community in an adverse way. And using -- have a
15 community be a partner in the development of this
16 facility because the facilities are going to be needed
17 to take care of the millions of people and the
18 millions of future patients that are coming in the
19 next 10 to 20 years because of the demographic shift
20 that is occurring. But this is a special place, as
21 was said before.

22 Even when I was a resident 30 years ago,
23 people loved to come to the Providence campus because
24 it gave people a small sense of community and a place
25 that everybody wanted to be in and everybody wanted to

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Cont.

1 work. It went bankrupt, and when it was purchased by
 2 Swedish and reinvigorated, I was very impressed when I
 3 came here. And there's a huge new energy here to
 4 build something special, and I would embrace that and
 5 really help to forward that concept.

6 MS. HAINES: Thank you. Winona? Nathan?

7 MR. CHARLTON: Good evening. I'm Nathan
 8 Charlton, 1601 Southwest Fifth Avenue in Seattle.
 9 There have been a lot of comments about Sabey
 10 previously tonight, which I do not echo, and I think
 11 there's some misunderstandings. Sabey is getting some
 12 bad press tonight. And they are a -- the developer
 13 institution growth model is not unique to Swedish by
 14 any means. Sabey is providing a development
 15 opportunity which is desperately needed, and Swedish
 16 is using their funds to provide health care, not
 17 bricks and mortar.

18 I support the expansion of the Swedish
 19 Cherry Hill campus. This institution has the unique
 20 good fortune of having the brightest neurosurgeons in
 21 the region, and the need to expand neuroscience
 22 research and care to accommodate vital health care is
 23 a vital opportunity. We are living longer than ever
 24 before, thanks to major advances in medicine, in
 25 science, in skilled care. However, all of us will

Nathan Charlton

48. Your comments concerning Sabey's participation in the development of Swedish is noted.

47
Cont.

49. Your comments on the future of health care, health care needs, and population changes are noted.

48

49

1 visit a hospital or clinic at some point, bee sting,
2 broken bone, or brain tumor. The need for continued
3 advanced research in care is critical to our aging
4 population.

5 In addition, we all had loved ones that
6 need care, some more critical than others. Why forego
7 the opportunity to advance technology, care options,
8 and expand facilities to provide even better care?
9 Access to superior health care is a benefit we all
10 share and pay for. Why would we ever sacrifice the
11 opportunity to provide a better way of life for a
12 person we know and love?

13 Seattle is reported to be the fastest
14 growing city in the country. As such, density equates
15 to the need for increased infrastructure. James Tower
16 on Cherry Hill campus was the first hospital in
17 Seattle established in 1877. The city has grown up
18 around the hospital, but the hospital has not lost
19 sight of its mission, which is to improve the health
20 and well-being of all people it serves.

21 With urban density comes challenges. For a
22 vital institution needing more program space,
23 expansion options are limited. The hospital and their
24 design team have worked hard to develop a master plan
25 to sensibly add square footage to accommodate the

50. Your comments concerning the Master Plan are noted.

49
Cont.

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1 growing care and research demand. This is being
 2 undertaken by design professionals who understand
 3 density, urban planning, and access to public space.
 4 Thank you.

5 MS. HAINES: Just made it. So we have
 6 three -- we have a lot more to go. The next three,
 7 John O. Perry, Eric Gierke, and Jesse Freedman.
 8 So John is first. John is not here? Then Eric.

9 DR. GIERKE: Well, thank you. My name is
 10 Eric Gierke. I'm a physician. I work here at 550
 11 17th Avenue, upstairs. I'm a neurologist, not a
 12 neurosurgeon, and about 25 years ago I did my
 13 internship in this building. And I'm also the
 14 president of the Washington State Neurological
 15 Society, which is the state's neurology association.
 16 And I've worked here about two years, but I've worked
 17 in a lot of smaller cities.

18 I worked at VA. I worked at Harborview,
 19 and I came here in part because I get to teach the
 20 medical students here, which is a real mission here.
 21 And also because after the second one, Dr. Hanscom
 22 said, and what Dr. Delashaw said, and what Dr. Newell
 23 said, there's a real tangible value to the critical
 24 mass of talented people, nurses, therapists, surgeons,
 25 physicians, and other people here and what it lets you

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Cont.

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Eric Gierke

51. Your comments concerning your work at Swedish are noted.

1 do. There's a number of diseases that are bad
2 diseases that we don't have great treatments for, but
3 we're getting them.

4 And things like -- we have the clinic. My
5 clinic is the clinic that sees dementia, Lou Gehrig's
6 disease. Things which are not pleasant diseases to
7 deal with, but we are doing better with them. And
8 I've worked in places where they just didn't have the
9 resources to offer people what we can offer. And we
10 have that here now.

11 And I'd like to expand that. Right now, we
12 have roughly a three-month backlog, and to try to get
13 into our clinic, that's really not acceptable. It
14 doesn't make me happy. We really would like to expand
15 our clinic, and space is how we're going to do that.
16 So, thank you.

17 MR. FREEDMAN: My name is Jesse Freedman.
18 I live at 1604 East Cherry, 98122. I will say tonight
19 we're here to celebrate excellence at Swedish, but
20 that's not entirely what this night is about. Swedish
21 does not exist in isolation. This hospital is part of
22 a larger community, and that means being mindful of
23 and respectful of that community size, scale, and
24 architectural fabric.

25 I want to be really clear. The scope of

52. Your comments concerning clinic backlogs are noted.

Jesse Freedman

53. Your comments concerning the larger community are noted.

54. Your comments on the scope of development are noted.

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Cont.

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1 this expansion is out of proportion. It's
2 unnecessarily large. It's a neighbor towering over
3 the rest. And that is just not necessary, and it's
4 not being a good neighbor. It's a hospital operating
5 in a vacuum, which is not something a world class
6 institution should do. I expect more as a neighbor
7 from a neighbor.

8 MS. HAINES: I think this is Gry or Grey
9 Georgas. Jerry -- I can't pronounce your last name.

10 MR. MATSUI: Matsui.

11 MS. HAINES: Matsui, that's right. And
12 then Joe Van Krevelen.

13 MR. GEORGAS: Greg Georgas, 815 15th
14 Avenue. I just want to talk about the size and scale
15 of this thing. I lived here for 25 years, and I've
16 seen what -- the size and scale always goes to the
17 highest bidder according to the DPD. I know about the
18 micro housing units in this area and the impact on
19 parking. Two blocks from my house there's a 15-unit
20 building with no parking. A couple of blocks away
21 from that there's a 48 that I know about.

22 And I just see what happens to people that
23 work up here at the hospital. I mean, I've been
24 treated for cancer at Swedish. And I've got no
25 problem with that, but I'm concerned about the scale

Greg Georgas

55. Your comments concerning the scale of development and parking are noted.

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Cont.

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1 of the expansion. I don't think that standing a giant
 2 200-foot house brick up in the middle of a 120-
 3 year-old neighborhood is a really great idea. There's
 4 probably multiple ways to approach it. I haven't seen
 5 that yet and hope to do, and they should take some
 6 time and talk about the parking and the big problem
 7 with traffic around here.

8 I did get slaughtered in the crosswalk on
 9 14th and Cherry by an uninsured driver, and I know
 10 that just bringing this many people up here and not
 11 having any parking or any place to put them seems to
 12 be a little bit out of scale. So that's all I got to
 13 say about that.

14 MR. MATSUI: My name is Jerry Matsui. I
 15 live at 541 19th Avenue. Tonight I will lead with
 16 race and mitigation because race has shaped our
 17 institutions and policies, perpetuating racial and
 18 social inequities, and we must take responsibility.
 19 I've been bothered for a very long time by Swedish/
 20 Sabey's attitude and actions in its approach to this
 21 neighborhood. It has been deceptive, condescending,
 22 obnoxious, arrogant, and dismissive. I have read the
 23 draft of DEIS and admit that contains statements that
 24 attempt to deny the residential character of our
 25 neighborhood, a demonstration of their attitude.

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Cont.

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Jerry Matsui

56. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: *“Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University’s campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.”*

1 Our neighborhood is very diverse in
 2 ethnicity, sexual orientation, age, religion,
 3 education, income, et cetera. Denying while trying to
 4 alter the residential character of our neighborhood is
 5 institutional racism. When the city creates loopholes
 6 in its municipal code so that institutions, through
 7 their for-profit developers, can buy up homes and
 8 other private properties so they can board up or don't
 9 maintain these properties, the city institutions and
 10 developers create a new form of red lining that was
 11 prevalent in the central area which denied access to
 12 housing and/or continued ownership based on race.

13 I'm a retired city employee and I am --
 14 race and social justice issues have been a city-wide
 15 effort to realize racial equity. I own my home on
 16 19th Avenue because I won a housing race
 17 discrimination case against Providence when they
 18 refused to sell my ancestral home to me when I
 19 returned from the military service because I'm
 20 NEE-SAY.

21 I have another statement here that supports
 22 Nicholas Richter, Bob Cooper, and Vicki Scantarelli's
 23 comments as well. This is in writing. I have a more
 24 extensive comment, written document, on the TMP, and
 25 that will also be submitted. Thank you.

57. Your comments concerning access to housing are noted.

1 MS. VAN KREVELEN: My name is Jo Van
 2 Krevelen, and my first home was on Jefferson and
 3 Yesler Terrace, and that is now a parking lot for
 4 Harborview Hospital. For the last 32 years I've lived
 5 one block away from 1601 East Columbia. I lived in
 6 this area -- just in the last few years I've seen 20
 7 homes added where there used to be a single-family
 8 home or a duplex buildings, six homes. So, we need
 9 more, higher density, homes. And a lot of the people
 10 or many of the people I've met work here, work at
 11 Harborview, work at Swedish across the way.

12 So it's also housing for people who work
 13 here. And I'm certainly not opposed to health care
 14 and health treatment. I'm opposed to increasing the
 15 footprint on the community, the height and also the
 16 shadows. We can finally grow vegetables now, and the
 17 city allows between the sidewalks and the streets, and
 18 with the higher buildings we're not going to have the
 19 sunshine to do that.

20 And also, I've watched the freeways get
 21 more and more congested. So we need a walkable,
 22 livable city, and here the jobs are. We can walk to
 23 the grocery store. We can walk to the banks. So
 24 don't remove the housing. And I have to ask, why
 25 doesn't Providence/Swedish buy back some of their own

Jo Van Krevelen

58. Your comments on housing are noted.

58

59. Your comments on walkability of neighborhoods is noted. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

59

1 buildings here that they sold, the medical building,
 2 and other property? If they need space why did they
 3 sell what they already owned? And maybe they ought to
 4 look at buying them back. So it's don't expand and
 5 don't have tall buildings. And why go backwards? We
 6 want a livable city. Thank you for taking the time.

7 MS. HAINES: So the next three up are Mary,
 8 Ellen Sollod, and Cindy Thelen. Now, I know Mary is
 9 here. She must have stepped out for a moment, so I'm
 10 going to hold her spot because I know she was here. I
 11 just talked to her a minute ago.

12 So, Ellen Sollod?

13 MS. SOLLLOD: My name is Ellen Sollod. I
 14 live at 724 15th Avenue. And it's lovely to hear that
 15 Swedish provides good care. We would expect nothing
 16 less, but that is irrelevant to the process which we
 17 are evaluating today, which is the MIMP proposal and
 18 the DEIS. The draft MIMP and DEIS should be rejected.
 19 The MIMP violates the intent and purpose of the major
 20 institution overlay district. It fails in every count
 21 to respond to the last few land use code, with the
 22 sole exception of not extending its boundaries. It
 23 does not represent a reasonable balance between the
 24 major institution's ability to change and the need to
 25 protect the livability and vitality of the adjacent

Ellen Sollod

60. Your comments concerning the EIS and Master Plan are noted.

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Cont.

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1 neighborhood.

2 The DEIS fails to reflect an understanding
3 of this basic principle of the code. It fails to
4 analyze certain key components of the plan and makes
5 incorrect or faulty conclusions on others, applying
6 certain elements of the code when it favors Swedish
7 and ignoring others when it does not. The Swedish
8 Cherry Hill proposed plan is an existential threat to
9 this neighborhood. The height, bulk and scale is
10 inappropriate. There's a failure to provide for
11 appropriate transitions to the single-family and low-
12 rise residential neighbors. There's a failure to
13 provide meaningful and appropriate setbacks. It
14 creates shadows for much of the year that extend as
15 far north as Marion in the north, 12th Avenue on the
16 west, and 19th Avenue on the east.

17 Increasing traffic burdens on the existing
18 infrastructure degrade the transportation network in
19 irreparable ways. There's a failure to disclose or
20 justify why it is requesting data servers be exempt
21 from the FAR. It doesn't provide meaningful open
22 space. The DEIS doesn't evaluate energy impacts. It
23 doesn't have any provisions or discussions of
24 sustainable development practices. It provides
25 meaningless and frivolous community benefits that

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- 61. Your comments on the EIS conclusions are noted.
- 62. Your comments on height, bulk and scale and transition to residential buildings are noted.
- 63. See Section 3.4 for revised shadow diagrams, including shadow diagrams for the new Alternatives 11 and 12.
- 64. Swedish is proposing to include data servers, which are commonly used for managing health care records. There is no proposal for a data center, which is regulated as an office use and is not exempt from FAR.
- 65. Open space is described in Section B.3 of the Master Plan. Energy impacts will be evaluated with each proposed development as part of the Seattle Energy Code review. Draft Design Guidelines are included as an appendix to the Master Plan.

1 derive from themselves without consultation with the
2 community. And they fail to include design guidelines
3 for the development of the MIMP. Thank you.

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Cont.

4 MS. THELEN: Good evening. I'm Cindy
5 Thelen. I am a little too close to the microphone. I
6 live at 545 19th Avenue. I've resided and owned that
7 home since 1991. I think it's very unfortunate that
8 the Swedish physicians that came to the hearing didn't
9 stay to hear more of what the neighbors had to say.
10 It looks like the neighbors came last to the party,
11 but we're here in force. It is appropriate that
12 patients receive good medical care at this facility,
13 but please do not pit treatment of seriously ill
14 people against the vitality of our Central District
15 neighborhood. Medical treatment and neighborhood
16 vitality do not have to be mutually exclusive.

66

17 I am not questioning the motivation or
18 skill of staff. However, neither these nor Swedish's
19 support of local nonprofits are the topics of
20 tonight's hearing on the DEIS and the DMIMP.
21 Neighbors are collecting signatures on a petition
22 stating that the proposed expansion is fundamentally
23 incompatible with the low-rise single-family character
24 of our neighborhood. At least 150 signatures have
25 been gathered to date and will be submitted to DPD by

Cindy Thelan

66. Your comments on medical care and neighborhood vitality are noted.

1 your deadline.

2 From the first citizen's advisory committee
3 meeting last year, 15 meetings ago, neighbors and
4 members of the public protested the scorched earth
5 quality of the expansion alternatives presented by
6 Swedish/Sabey. In response, Swedish/Sabey presented
7 plan after plan labeling them as "alternatives," when
8 in fact there has been little to distinguish one from
9 the other, and we are left with the egregious
10 alternatives 8, 9 and 10.

11 After months of protesting the bulk, height
12 and scale of these alternatives, neighbors were asked
13 to present ideas of what we do want. While I do not
14 believe it is our job to coach Swedish/Sabey by
15 proposing alternatives, I did as asked and, at the
16 April CAC meeting, presented suggestions for more
17 palatable bulk, height and scale, as well as
18 considerations for open space and reduction of noise,
19 reduction of parking garages, privacy invasion, and
20 light and shadow effects on neighbors.

21 All of my suggestions and requests for
22 mock-ups of them were roundly ignored or said to be
23 impossible by Swedish/Sabey. Within this context, I
24 must remind you that the purpose of the MIMP is to
25 balance the needs of the institution with the vitality

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67. Swedish has eliminated Alternatives 9 and 10, and presented new alternatives, Alternatives 11 and 12, in response to CAC and public comments.

68. Swedish's architect, Callison, presented several alternatives to the CAC and the public for review and comment.

1 of the neighborhood. Because there has been no effort
 2 to achieve or even acknowledge this balance, I call
 3 for a complete rejection of both the DEIS and the
 4 DMIMP.

5 Specific objections include the
 6 neighborhood being wrongly identified as First Hill.
 7 And I'll submit the rest of my specific suggestions in
 8 paper. Thank you.

9 MS. HAINES: Aleeta Van Petten, Mia Boyle,
 10 and Francesco Follaco.

11 DR. VAN PETTEN: Hi. My name is Aleeta Van
 12 Petten, and I live at 732 15th Avenue. And I wasn't
 13 going to bring this up, but I seem to have a lot of
 14 competition here. I'm a doctor. And the rest of you
 15 guys can treat the heck out of disease, but my -- in
 16 my humble opinion, you don't necessarily have to
 17 expand this campus.

18 This expansion is unacceptable in terms of
 19 height, bulk and scale. It does not balance the needs
 20 of the neighborhood with the need of the institution.
 21 I will not reiterate with any other details that Bob
 22 Cooper, Troy Davis, Ellen Sollod, Cindy Thelen. The
 23 people against this expansion have really detailed, I
 24 think, what is important in terms of nuts and bolts.

25 Some of the things they didn't have time to

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Cont.

69. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: *“Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University’s campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.”*

Aleeta Van Petten

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70. Your comments on the proposed expansion are noted.

70

1 bring up is that in the Children's MIMP there was a
 2 mitigation of traffic in the form of off-campus
 3 parking for staff. And I'm told that the City of
 4 Seattle was paid by Children's \$3 million to offset
 5 costs in infrastructure that was needed to support the
 6 expansion. I have not heard that Swedish has even
 7 come close to offering such mitigation against this
 8 expansion.

9 I will also -- I will repeat that the DEIS
 10 is filled with omissions, inaccuracies, and
 11 exaggerations. Those have been detailed in writing by
 12 many of those attending here tonight. These are so
 13 glaring that one wonders at either the competency or
 14 the true objectivity of URS, the company that wrote
 15 the DEIS. And of course you should note that they
 16 were paid by Swedish and Sabey. I urge the CAC to
 17 look at the DEIS and the MIMP carefully, and if you do
 18 I think you will come to no other conclusion than this
 19 project needs to be rejected in its entirety.

20 I would like to say health depends on lack
 21 of pollution, light, noise, traffic, not just treating
 22 brain tumors.

23 MS. BRADSHAW: I'm taking Mia's place. She
 24 had to leave. And my name is Abil Bradshaw and I live
 25 at 529 19th Avenue, which is on the west side of 19th

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71. Seattle Children's was required to provide mitigation for potential transportation impacts that were specifically identified as a potential impact of their MIMP expansion. Children's chose to contribute to four City projects all designed to improved transportation in northeast Seattle including traffic signals, a contribution to the City's proposed Intelligent Transportation System improvements on the Montlake corridor, Northeast Seattle Transportation Improvement Projects, and pedestrian and bicycle projects. Payments are tied to pro-rata shares over the development of the MIMP. Swedish is currently working with SDOT to determine specific mitigation measures that may be required. These will be included in the Director's recommendation.

72. While the EIS consultant costs are paid by the applicant (as are DPD and SDOT application review costs), the EIS consultant works under the direction of DPD.

Abil Bradshaw

73. Your comment concerning the change in MIMP boundaries is noted.

1 Avenue. The original plan had my house slated for
2 removal. So I came to this whole process with a very
3 high level of anxiety.

4 And one of the things I'd like to speak to
5 tonight -- well, first of all, I want to say that I
6 agree with the inappropriateness of height, bulk and
7 scale for this family residential neighborhood. I
8 also agree with the things that people have said about
9 shadows and traffic moving in and out of this
10 neighborhood being inappropriately miniscule for this
11 proposal.

12 But I also want to say that there are many
13 people who live as near neighbors to this proposal,
14 and we've been working for a year or two to be heard
15 about height, bulk and scale for this proposed -- for
16 this MIMP. And we have never -- we have never gotten
17 good feedback. We have only gotten a piece of clay
18 that is the same size that has been pushed and molded,
19 but we have never gotten a definitive reduction in the
20 square footage.

21 And I want to tell you, in terms of health
22 care, that before A CAC meeting I lose sleep. After a
23 CAC meeting I lose sleep. Before this meeting I had a
24 lot of anxiety. I think that a lot of the near
25 neighbors around here are experiencing a lot of

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Cont.

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74. Your comments on height, bulk and scale are noted.

75. Swedish has proposed new Alternatives 11 and 12 in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.

76. Your comment concerning anxiety is noted.

1 anxiety about this expansion, and it is not good for
2 us.

3 Also, I want to talk about world class. A
4 lot of people have stood up here today and mimicked
5 the word "world class," that they want a world class
6 health facility here, and I just want to say that we
7 have a world class neighborhood around this medical
8 facility. And I want to keep this a world class
9 neighborhood. Thank you.

10 MS. HAINES: Did you say you were replacing
11 Mia? Thank you. Francesco? Thank you.

12 MR. FOLLACO: Hello. My name is Francesco
13 Follaco. I live at 11818 97th Lane Northeast, C-236,
14 in Kirkland, 98034. I'm a patient. I have a
15 glioblastoma. And I was offered -- I received surgery
16 on February 28. And they really changed my life. I
17 was at work normally, and I had a seizure, and the
18 rest developed me being here telling you all these
19 things.

20 I feel I was lucky enough to be in a city
21 such as this where it was the capability and the staff
22 and facility to offer me a chance. And I'm still very
23 happy about the kind of care that I've been receiving
24 here, and the people I've been receiving it from. And
25 it's gone from my disease into getting to know the

76
Cont.

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78

77. Your comments on the neighborhood are noted.

Francesco Follaco

78. Your comments concerning health care at Swedish are noted.

1 people and how they help me through this. And they
2 continue to do so. So I live in Seattle for about six
3 months. And I feel this is a great city.

4 And perhaps to move on into becoming a
5 center for research and develop new approach to maybe
6 cure this disease, there will be -- it will take some
7 of this development in the form of expansion of the
8 facilities. That's all I can say. I don't know the
9 neighbors very well, but it seems that there's a lot
10 of people that care about it. But, you know, maybe
11 think of people like me, and hopefully something good,
12 to compromise, something will help the neighbors and
13 hospital to develop. Thank you.

14 MS. HAINES: So the next three are Andrew
15 Hendrickson, Susanne Follaco, and Greg Harmon.

16 MR. HENDRICKSON: Hi. I'm Andrew
17 Hendrickson. My family asked me to come and speak
18 today. In my community this hospital exists, but also
19 I have an immediate family that surrounds the
20 hospital. So there are multiple generations within my
21 family that own homes within a few-block radius of
22 this location. So, whatever you do will impact not
23 just me, but my extended family as well.

24 And I ask that you please consider traffic
25 impacts on our community, as the size of this facility

Andrew Hendrickson

79. Your comments concerning the community are noted.

78
Cont.

80. Traffic impacts are being analyzed (see Section 3.7 of the EIS), and a Transportation Management Plan (TMP) is under review. The goal is to reduce both the existing number of drivers who drive alone to the Cherry Hill campus and to provide longterm incentives for staff and patients who are able to take transit, walk, or bicycle to the campus. Part of the TMP is to increase parking enforcement to reduce parking in the neighborhood by hospital staff.

79

80

1 and corresponding increase in commuters will directly
 2 impact our life. Providence Cherry Hill is not on a
 3 major artillery [sic]. You need to do a better job
 4 with your commitment to the City's commute trip
 5 reduction transit program. For staff, patients, as we
 6 -- that live in the community can attest, and patients
 7 whose staff can attest to, there are traffic problems
 8 currently with parking, and my neighbors regularly get
 9 traffic tickets for parking in zoned areas when we
 10 elect to not zone our streets to have an open
 11 community. 18th Avenue or 18th Street is regularly
 12 blocked in the mornings at 8 a.m., as staff do not
 13 pull over to allow transit to go through when they're
 14 dropping off employees.

15 Please consider esthetics and facility
 16 height and setbacks on our community. And please -- I
 17 heard someone say they're expanding the ER, which is a
 18 great thing. My children were born here. My parents
 19 were born here. My aunts and uncles were born here.
 20 Please do not move the ER to a side of the facility
 21 that fronts any housing. Thank you for your
 22 consideration.

23 MS. FOLLACO: My name is Susanne Follaco.
 24 I live at 11818 97th Lane in Kirkland. And my husband
 25 spoke earlier. He has glioblastoma. I'm a caregiver

80
Cont.

81. Your comments on height, setbacks and aesthetics are noted.

Suzanne Follaco

82. Your comments concerning health care at Swedish are noted.

81

82

1 to him. Just so you know, I did school to talk in
2 front of people. So I'm very passionate about this.
3 I understand about the housing, and I understand about
4 everything around here, and there's 48 pages on
5 shadowing and all that I looked through and I read.

6 I cannot understand -- it's going up. It's
7 not going out. The building is going up. You have a
8 lot of brilliant doctors here. They are very
9 passionate about what they're doing. And they're
10 doing research, and one of the research is very close
11 to maybe making to a cure for brain cancer, and of
12 course I am really for that. And I just don't
13 understand that people cannot see what a great
14 facility you have here. Because one of the
15 neurosurgeons talked earlier, I'm from Orange County
16 previous, so I know the care here is excellent.

17 And I'm afraid that when you have such a
18 place with so many good people, not just doctors, the
19 care, the whole care for the whole family, the people
20 will move along where they can do what they need to
21 do. And you might have your streets or whatever you
22 need to have around here, I understand that, but you
23 might lose in the long run. This is -- I just -- I
24 don't know what to say more. I just -- please, see
25 the people not just brain cancer, but everybody who

82
Cont.

1 are sick needs to have hope, and research is hope.
 2 And that is something that just needs to be
 3 done. And when they are working together and
 4 collaborating together, you know yourself as a family,
 5 if you work as family and a team that you get more
 6 results than you are having people spread out all
 7 over. That's all I have to say. Thank you. And have
 8 a good evening.

9 MR. HARMON: Hi. My name is Greg Harmon.
 10 I live at 536 19th Avenue, and first I want to say
 11 that I appreciate that Swedish is a world class
 12 operation. It has the best and brightest, but that
 13 doesn't mean you need to build a tertiary care center
 14 and expand it in what is essentially a residential
 15 neighborhood. There are other parts of the city that
 16 are zoned and can support much bigger and much more
 17 intense expansion. Providence has many hospitals
 18 around the area. You're talking about drawing people
 19 to the WAMI region. You don't have to have it at this
 20 particular site in a residential neighborhood.

21 I want to say I support the comments of
 22 Nicholas Richter, Ellen Sollod, Bob Cooper and Cindy
 23 Thelen. So, currently proposed alternatives in the
 24 DMIMP and DEIS are really incompatible with the
 25 single-family 5,000 and low-rise three residential

Greg Harmon

83. Your comments concerning decentralization are noted.

84. Your comments on the alternatives are noted.

82
Cont.

83

84

1 neighborhood. To build a 200-foot building, 160-foot
2 building in the middle of the neighborhood is just too
3 much development for this small community. We cannot
4 support that amount of new vehicular traffic proposed.

5 Swedish/Sabey had a 50 percent single-
6 vehicle occupancy goal from their previous MIMP in
7 1994, and they didn't meet it. And so what's going to
8 happen next time? Well, they're not going to meet it,
9 probably. We know history is a great predictor. And
10 just the shadow studies show how much of an impact,
11 like blocks in all directions, like three blocks in
12 each direction, this 200-foot building would cast
13 around us.

14 So, that's really my point is that this
15 bulk and height and scale does not fit in this
16 neighborhood. Thank you.

17 MS. HAINES: Nic Fillingham, Uy-Loily,
18 Loily, and Rod O'Sullivan. So Nic first.

19 MR. FILLINGHAM: Excuse me. Nic
20 Fillingham, 729 16th Avenue. I'm going to live in the
21 literal shadow of these buildings if they go to their
22 proposed height, bulk and scale. Reading through the
23 documents, all 7,864 pages of it, the thing that I
24 didn't see was any data around demand. And by
25 "demand" I mean raw data about the population growth

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Cont.

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85. The TMP identified the creation of an Integrated Transportation Board that includes representatives from the City as well as representatives from companies on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.

86 See Section 3.4 for revised shadow diagrams, including shadow diagrams for the new Alternatives 11 and 12.

87. Your comments concerning height, bulk and scale are noted.

Nic Fillingham

88. Swedish's description of its need for growth is included in Section A.3 of the Master Plan.

1 projections for Seattle and for this immediate area,
2 and therefore, what the deficit may be in terms of the
3 need for both hospital beds and for research and
4 medical space.

5 We live in an area where, in a 10-minute
6 walk, you can get to three if not four of the largest,
7 most well-equipped, and world class medical facilities
8 in the world. And yet Swedish/Sabey decided they need
9 to build up to 200 feet surrounded by nothing but
10 single-story and double-story houses. So that's just
11 -- that kind of blows my mind.

12 The other thing, too, is that I kind of
13 want to let Swedish know I'm a massive fan of Swedish.
14 My daughter was born at Swedish Issaquah, yet I live a
15 block from here. I got there in 25 minutes in my car.
16 For you guys to expand what you want to here, 25
17 minutes down the road in Issaquah, that's no burden to
18 me, and there's public transport to get out there as
19 well. Yet 200 feet of additional growth here just
20 kind of doesn't make sense.

21 The other thing, too, is that Swedish, you
22 are damaging your reputation by your association with
23 Sabey. Sabey are doing all this crazy stuff that
24 doesn't make sense and it's damaging Swedish. I love
25 Swedish. My daughter was born here. My future child,

89. Your comments concerning decentralization are noted.

90. Your comments concerning Sabey are noted.

88
Cont.

89

90

1 who is going to be born in eight weeks, is going to be
 2 out at Swedish Issaquah again. But this is damaging
 3 Swedish repetition, and I think they need to think
 4 about that. Not only that, there's literally no need
 5 for the expansion here on this campus. I think
 6 somewhere around Issaquah makes sense.

7 I would also like to congratulate the
 8 marketing department at Swedish for rallying the
 9 neurosurgeon department to come down here. Great job.
 10 Thank you.

11 MS. LOILY: I'm Uy-Loily, and I live here
 12 on 559 19th Avenue, just at the border with the
 13 Swedish and Sabey property. So, we just recently
 14 finished remodeling a beautiful historic home. And
 15 this is historic location for Seattle. There's a lot
 16 of history to it. There's a lot of people who live
 17 here. And I can say corporation health care is a
 18 business, and construction/real estate investor are
 19 business. Community can never, never be part of that
 20 business. We live here because we want to raise
 21 family here. We have school here. Good school. My
 22 son just going to graduate Garfield High School this
 23 Monday. So we are very happy, excited, to be part of
 24 this community and all the great things that we can
 25 have.

90
Cont.

91

92

91. Your comment concerning hearing participants is noted.

Uy-Loily

92. Your comments concerning the community and proximity to height, bulk and scale are noted.

1 Swedish provide health care. I hear a lot
 2 of good advertisement. Of course I didn't hear
 3 anything from U-Dub Medicine or from Virginia Mason.
 4 And I want to let you know I was a former professor at
 5 University of Washington. So I know how great men
 6 think. If there are good location, attraction, they
 7 won't be here at Swedish.

8 So let's think about it. What is it that
 9 Swedish going to buy these great people, great minds?
 10 They can do research everywhere. I can do research
 11 anywhere because, in these days, it's global research.
 12 It's not just locally in our neighborhood big
 13 building. And I can tell you how it would look like
 14 if the building that Sabey propose to build, 200 feet,
 15 I would stand in my backyard and have to look for the
 16 sun in this way (indicating).

17 So therefore, anyone want to live in my
 18 house, they would say, no way. And my sunset, I can
 19 no longer see the west sunset because that's how close
 20 I am to that property. And so, anyone want to see how
 21 community works together, let's give us peace. Peace
 22 to live and not developing for-profit for all these
 23 great things. Medical science, it can be happen
 24 anywhere. It doesn't have to be happen here. I know
 25 it. Thank you for your attention.

92
Cont.

1 MS. HAINES: So we're getting really close
 2 to the end, and there's people speaking who have all
 3 different views, and it's uncomfortable for people to
 4 get up and try to express a view that's different
 5 than, maybe, a big crowd clapping and cheering. I do
 6 understand your passion, and it probably feels good to
 7 be cheered and so forth, but if we could just go a few
 8 more people and have everybody feel safe and
 9 comfortable expressing their opinion, I'd appreciate
 10 that.

11 The next three people are Rod O'Sullivan.
 12 I feel like I'm repeating these names. Bryan Burpee.

13 MR. BURPEE: Hello. I'm Bryan Burpee. I
 14 live at 607 20th Avenue. I've seen many of my
 15 neighbors here tonight speaking. It seems like all of
 16 the neighbors have the same concerns, and I am right
 17 there with them. It's surprising to see so many
 18 people from Kirkland, and wherever, coming and
 19 voicing, telling us how we should support this
 20 institution. I'm not opposed to development. I'm not
 21 opposed to health care, you know, but this
 22 neighborhood is two-story homes all around. I can
 23 look out the back window of my house and see the spire
 24 of Providence that's 100 years old. And, you know,
 25 I'll be looking now at this huge structure.

93

Bryan Burpee

93. Your comments concerning height, bulk and scale are noted.

1 I'm concerned about pedestrian safety.
 2 Currently I commute by bus to the east side. I'm a
 3 CPA at a private business over there. I cross Cherry
 4 and Jefferson daily. My home is in between Cherry and
 5 Jefferson. Currently, the traffic is racing on those
 6 streets, and the crosswalks are not safe currently.
 7 So, I can't imagine what it would be like with this
 8 development. I think the development can happen
 9 elsewhere.

10 MS. HAINES: Thank you very much. Rod,
 11 Melissa Flynn, Brian Fish, and Linda Arkava are the
 12 next group.

13 MS. FLYNN: Hi. My name is Melissa Flynn.
 14 I live at 529 19th Avenue. And I'm here to speak for
 15 myself and also Vicki Scantarelli, who wasn't able to
 16 come. And I agree with her comments. I also agree
 17 with Ellen Sollod, Bob Cooper, Nicholas Richter, my
 18 lovely wife Abil, Aleeta Van Petten, Cindy Thelen.
 19 Sorry if I missed you.

20 So, the proposed bulk, scale, height,
 21 density, and intensity of the alternatives are
 22 incompatible with the residential neighborhood and
 23 fail to mitigate impacts. Alternative 1A was
 24 dismissed prematurely. Alternative 8 proposes
 25 redeveloping the historic annex into a new office

94. Pedestrian safety is discussed in Section 3.7 of the EIS.

Melissa Flynn

94

95. Your comments in support of other speakers is noted.

96. Your comments on height, bulk and scale, density and intensity of development are noted. Alternatives 9 and 10 have been eliminated. Two new alternatives, Alternatives 11 and 12, have been proposed in the Master Plan.

95

96

1 building with the greatest heights of any alternative.
 2 Alternative 9 and 10 retain, as do all others, as a
 3 minimum, the 50-foot, full half-block, development on
 4 18th Avenue. Heights remain too tall for the context
 5 of the neighborhood.

6 Unsubstantiated calculations used for FAR
 7 and open space resulting in overstated benefits caused
 8 by the MIMP and understatement of actual FAR. The
 9 underlying zoning law coverage must not be increased
 10 from 35 percent to 76 percent. A minimum setback
 11 along the east side of 18th Avenue along the fence
 12 line, that is required when placing commercial
 13 structures adjacent to single-family residential.

14 Self-imposed restrictions on nonSwedish/
 15 Sabey-owned property should not be allowed. Uncapped
 16 exemption for service bays should not be included in
 17 the MIMP. Extra height without specified amenities of
 18 the neighborhood's choosing should not be allowed.
 19 Shadows caused by height, bulk, and scale of
 20 alternatives presented would significantly impact the
 21 vibrancy and livability of the neighborhood and
 22 gardens. James Tower is a landmark of the
 23 neighborhood. Views of the tower -- what does that
 24 say?

25 MS. CHANEY: Time is up.

96
Cont.

97

98

97. The underlying zoning of the center block of the campus and the north half of the east block is lowrise 3 (LR3). The underlying zoning of the south half of the east block and the half-block on the east side of 18th Avenue is single-family SF-5000. There are no minimum lot coverage requirements for LR3; lot coverage is LR3 is controlled by setbacks and building separations.

98. Your comments on shadows, neighborhood livability and the James Tower are noted.

1 MS. FLYNN: I'm sure she is submitting the
2 rest, as I am also submitting a letter. Thank you.

3 UNIDENTIFIED VOICE: You know what, we're
4 neighbors and it's okay to clap. It's okay that we
5 clap. People from Issaquah and Redmond are coming
6 here. We're neighbors. We can clap.

7 MS. HAINES: It's a public hearing.
8 Everybody is allowed to speak.

9 UNIDENTIFIED VOICE: That's totally
10 inappropriate.

11 UNIDENTIFIED VOICE: And everyone is
12 allowed to clap.

13 UNIDENTIFIED VOICE: Your comments are off
14 the wall.

15 MR. FISH: Good evening. I'm Brian Fish.
16 I am a neighbor. Where is my applause? No. 540 19th
17 Avenue. I've lived here for fifteen years. I agree
18 with all the other neighbors. I don't think you've
19 had any disagreement from a single person who lives
20 around here about the size, scope, impact on the
21 neighborhood. I do work downtown where a 200-foot
22 building would be entirely appropriate. There's a
23 giant hole in Fourth and James where --

24 UNIDENTIFIED VOICE: Build your building
25 there.

Brian Fish

99. Your comments on building heights are noted.

99

1 MR. FISH: -- you could put it. It's
 2 really not that far away. But I do work in the
 3 Columbia Tower, and I can go up to the view deck, and
 4 I can see out, and already the hospital is the largest
 5 thing here. It sticks out like a sore thumb. So
 6 doubling the size, it's ridiculous. You can look out,
 7 there's no other neighborhood that has a downtown
 8 building being built in its heart. It's totally
 9 inappropriate. There's nothing like this until you
 10 get to downtown Bellevue.

11 So -- and many others of my neighbors have
 12 stated, this isn't an issue of a public good. We
 13 agree medical care is a public good. It's a zoning
 14 question. Food is a public good, but I don't want a
 15 meat packing plant here. Electricity is a public
 16 good; I don't want a nuclear power plant here. Things
 17 are zoned this way for a reason, and the zoning for a
 18 single-family neighborhood does not include a 200-foot
 19 building. Thank you.

20 MS. HAINES: So there's one last person,
 21 and then the hearing is done. And that will be Linda
 22 --

23 UNIDENTIFIED VOICE: I signed up. You
 24 never called me.

25 MS. HAINES: I did call you, I think.

100. Your comments on zoning are noted.

99
Cont.

100

1 UNIDENTIFIED VOICE: No. You never did.

2 MS. HAINES: Mary?

3 UNIDENTIFIED VOICE: I'm not Mary. Did you

4 not read my name?

5 MS. HAINES: Let's see. I'll let you speak

6 if you're on here. I just want to make sure. I did

7 call Mary.

8 MS. DILEVA: I'm Mary Pat.

9 MS. HAINES: Mary Pat. Oh, I'm sorry.

10 MS. DILEVA: You called everybody else's

11 full name. Why would you just call my first name?

12 MS. ARKAVA: Hi. My name is Linda Arkava.

13 I've lived in this neighborhood for 27 years, which is

14 also the amount of time I've worked for Swedish now

15 Providence Hospital. I just came down off my shift

16 caring for the, I guess, the neurosurgeons that were

17 here. I was busy caring for their patients, many of

18 whom come from other regions, primarily Alaska today

19 for me, from -- and so certainly this is a regional

20 draw, but I think that that's the point, that these

21 kind of services, such as our excellent neurosurgery

22 teams, which I'm really happy to work with, and I

23 think they do great work, but they could also do it

24 elsewhere. This has been a wonderful neighborhood to

25 raise children in. It's a place where my children, as

101

Linda Arkava

101. Your comments concerning working at Swedish and the neighborhood are noted.

1 they go on to adulthood, they want to remain and live
2 in a place that isn't dominated by a huge building.

3 I'm sure everyone has expressed their
4 concerns, which I share, about this development. The
5 -- I remember, the previous MIMP, and I know that
6 there's so many things that weren't followed through
7 with that. Things I think of are parking, and I think
8 -- and in particular, and so I object to the
9 proposals. I think there are other places that
10 Providence can place their Swedish campuses. Thank
11 you.

12 MS. HAINES: And Mary Pat. I apologize.

13 MS. DILEVA: Thank you. Mary Pat DiLeva,
14 at 712 15th Avenue. First I want to say that I
15 support the comments by Troy Meyers, those read from
16 Vicki, Cindy Thelen, Ellen Sollod, Jerry Matsui,
17 Aleeta, Bob Cooper, Sonja, and Nicholas.

18 And I'm curious if anybody at Swedish has
19 heard of Skype. That might solve their problem of
20 trying to meet together. That's what we do where I
21 work. I am also rather offended by them being allowed
22 to pay for the audience with supporters of a vested
23 interest and don't live here and won't have to live
24 with the consequences of this outrageous development
25 that flies in the face of the current wellness model.

Mary Pat Dileva

102. Your comments in support of other speakers is noted.

103. Your comments on the hearing participants is noted.

101
Cont.

102

103

1 I'm also offended that Sabey is so afraid of us that
2 they had to bring security up here. I think that sort
3 of makes a lie of their good neighbor and what they
4 want to do.

5 One of the things I'm concerned about is
6 the solar impacts. With the required carbon
7 reductions, even -- where most of our electricity is
8 hydro, we're even required to reduce our carbon, and
9 one of the ways that is done is with solar panels.
10 And if we are in shadow, I think that the EIS needs to
11 look into the impacts of that and whether or not that
12 will make it impossible for any of us in the
13 neighborhood to have solar panels. I think it's a
14 very important future issue.

15 Also, the MIMP and DEIS are full of
16 outright lies and half truths, including
17 characterizing our single-family/low-rise multi-family
18 as like industrial lacking sidewalks. That's a new
19 one to me. Also, it refers to Seattle Pacific
20 University, which, as far as I know, is on Queen Anne.
21 I think they must have meant Seattle Public Utilities,
22 but it just goes to show you what a piece of garbage
23 the document is. So I think the whole thing just
24 needs to be rejected outright. Thank you.

25 MS. HAINES: So that's the end. And I did

104.DPD requested the presence of security, not Sabey.

105. Your comments on the potential future use of solar are noted.

104

106. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: *"Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University's campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue."*

105

106

1 want to note that as an employee of DPD, I did request
2 security. And the planners have been doing that at
3 all of our public meetings recently. This certainly,
4 obviously, was not a threatened situation, but we've
5 had threatening situations over the last year. So I
6 did personally ask for that, just to make that clear.
7 But I did not feel threatened.

8 UNIDENTIFIED VOICE: Even by our clapping.

9 MS. HAINES: Well, others might have.

10 UNIDENTIFIED VOICE: Bring their own
11 clappers.

12 MS. HAINES: Meeting adjourned. Thank you.

13 (Hearing concluded at 8:03 p.m.)
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1 STATE OF WASHINGTON)

2) SS:

3 COUNTY OF K I N G)

4

5

6 As Court Reporter, I hereby certify that

7 I am a court reporter doing business in the State

8 of Washington; and that I reported in shorthand

9 the proceedings of said hearing, and that the

10 foregoing is a true and correct transcript of my

11 shorthand notes so taken as aforesaid, and

12 contains the proceedings given at said hearing.

13

14

15

16

Cheryl Macdonald

17

Certified Court

18

Reporter

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City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

I am a caregiver to my husband who has GBM.

1

Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes ___ No ___

Name _____
 Street/P.O. Box _____
 City _____ State _____ Zip _____
 E-mail _____

Place
Stamp
Here

Anonymous

1. Your comment is noted.

Camacho, Rodolfo

From: Haines, Stephanie
Sent: Thursday, June 12, 2014 12:46 PM
To: PRC
Subject: FW: Master Use Permit No. 3012953

From: Flo Beaumon and John Shaw [<mailto:flo.john.family@gmail.com>]
Sent: Wednesday, June 11, 2014 5:49 PM
To: Haines, Stephanie
Subject: Master Use Permit No. 3012953

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

June 11, 2014

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue
Dear Ms. Haines:

I am a neighbor of the Swedish Cherry Hill Medical Center. I wish to express my opposition to the planned expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan and the Draft Environmental Impact Statement. The proposed expansion is fundamentally incompatible with the low-rise, single family character and zoning of my neighborhood. It is imperative to the future of all Seattle neighborhoods for the City of Seattle to follow the recent direction of the City Council to preserve and protect the residential nature of Seattle's many neighborhoods.

The height and the bulk they are asking for are disproportionate to the residences and commercial buildings surrounding the medical center. I am aware that they had proposed also to move their institutional boundary north of E. Cherry Street, into the residential neighborhood - with height increases as well. While that is not part of their request at this time, it remains a concern that they want too much, at the expense of the people who live here. The height and bulk they ask for now don't belong in a neighborhood largely comprised of single family homes only two stories tall, more than 100 years old.

Beaumon, Flo

1. Your comment concerning compatibility with the neighborhood is noted.
2. The existing MIO allows heights of 105 feet on the center campus, 65 feet on the west block and 37 feet on the east half-block. Swedish has proposed two new alternatives, Alternatives 11 and 12, in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.

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With Seattle University expanding on the west, Capitol Hill apartment buildings coming in from the north, and now Swedish Cherry Hill bursting out in the middle, the Squire Park neighborhood is really feeling the squeeze. This is one of Seattle's oldest neighborhoods, with a great deal of city and cultural history. Families, old folks and young people who comprise this neighborhood should not be pushed aside for the Swedish Cherry Hill Medical Center's expansion ambitions.

Sincerely,

3

- 3.** A summary of secondary and cumulative impacts, including residential development and Seattle University, is addressed in Table 1-4.



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

I highly disagree with the Master Plan & find it out of scale & texture with my neighborhood. The structure of the current neighborhood cannot withstand this type of build up increase.

1

Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes ___ No ___

Name ADAM BOEHMER
 Street/P.O. Box 1520 E. MARION
 City SEATTLE State WA Zip 98122
 E-mail AKBOEHMER@GMAIL.COM

Place Stamp Here

Boehmer, Adam

1. Your comments on the scale and texture with the neighborhood are noted.

Herbaugh, Melinda

From: Pierre Bradette <pierre.bradette@gmail.com>
Sent: Thursday, July 03, 2014 9:14 AM
To: PRC
Subject: Ref. Master Use Permit No. 3012953

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4016

Regarding the proposed changes for the Swedish Cherry Hill campus. I would like to publicly register several major concerns. These concerns echo many of the comments that my neighbors have voiced at public hearings as well as submitted to you.

My primary concern is that the Purpose of the major institution master plan is to balance Institution's ability to change/ public benefit with livability and vitality of adjacent neighborhood. Nowhere in the proposed master plan is support of the vitality of the neighborhood addressed.

Some specific concerns are as follows:
Height, bulk and scale

- Height, bulk and scale is incompatible with our residential neighborhood.
- Children's capped heights at 125'. This was considered the maximum height appropriate in a residential neighborhood. Our neighborhood is no less worthy than Laurelhurst.
- Heights should not exceed 65' on 15th, 105' in the center of campus and 37' on 18th Avenue. Heights should be measured from the lowest point of the grades
- 18th Avenue development should be limited to several small buildings with open space around them, not one two-block long building from Cherry to Jefferson
- Height can be mitigated by placing floors underground
- No parking garage on 18th Avenue--offer valet parking to patients for appointments on the east side of the campus
- Swedish should recapture from Sabey buildings leased to non-Swedish tenants, for example, James Tower on 18th and the NW Kidney Center on Cherry

Traffic

- Neighborhood cannot support additional traffic the project will create
- Transportation plays a major role in climate change. More parking garages will lead to more driving and more pollution.
- The Swedish/Sabey campus, over twenty years, has never achieved the 50% single occupancy vehicle rate of the previous master plan
- The campus is not in a neighborhood that is served by frequent, high-capacity transit. Increases in transit funding should not be relied upon.
- Swedish should recapture buildings leased to non-Swedish tenants, ie, Kidney Center, James Tower Building.
- The DEIS is inadequate in its analysis of the transportation impacts and DPD should not make a recommendation on the Swedish MIMP without the analysis the Comprehensive Plan requires.

Thank you -

Pierre Bradette
701 17th Ave, Unit 305
Seattle WA 98122
206-227-6058

Bradette, Pierre

1. Your comments on height, bulk and scale are noted. Children's MIMP includes an area of MIO-160, conditioned to 140 feet. They expanded their campus by approximately 7 acres to spread development over a larger area and reduce the heights that were originally proposed in their Concept Plan. The technique for height measurement is prescribed by the Department of Planning and development.
2. Your comments concerning the location of parking are noted.
3. The Master Plan acknowledges (page 2) that: *"in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements..."* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
4. SMC provisions that describe the scope of the SEPA analysis for the traffic and transportation element and parking element are shown in Section 3.7.1. Impacts to these elements by alternative are described in Section 3.7.3. Transportation is a component in Appendix A, Greenhouse Gas Emission Worksheets.

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Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue, Suite 2000
Seattle, WA 98104-4019

July 5th, 2014

Bradshaw, Abil

1. Your comments concerning representation at the CAC meetings has been noted.

RE: Project Number 3012953 / Swedish Medical Center Cherry Hill Campus Master Plan
Draft Environmental Impact Statement (DEIS) and Draft Major Institution Maser Plan

Following are my comments on the process of community input for the current DEIS and draft MIMP:

To Whom It May Concern:

The Swedish: Cherry Hill MIMP process, of late, is getting extremely frustrating. Not only has Swedish refused to negotiate with the neighbors, and compromise, reducing the over-all square footage of the project in any substantial way over this two-year period, but the new, Swedish contact-person, Andy Cosentino, appears to not care about input from the neighbors, at all. At the CAC meeting on June 26th Mr. Cosentino, with his back to the audience, fidgeted, checked his cell phone and slowly leafed through the 400-page MIMP, while the neighbors were giving public comment. Several speakers were moved, by his inattentive attitude, to ask him to pay attention to our comments, to which he nodded his head, but kept his back to us while looking down and fidgeting. His general demeanor was flippant, and self-important, with attempts at being intimidating.

This sort of behavior gives Swedish the look and feel of an unsympathetic, uncaring institution only interested in their own agenda. This is the opposite of how an institution that offers, medical care to the public, should act. In your marketing materials you write about supporting the community. I think Mr. Cosentino should familiarize himself with these materials.

I encourage Swedish to find another person to represent them; one who can, in good faith, show interest in what the community members have to say about this important expansion.

Thank you,
Abil Bradshaw

529 19th Avenue
Seattle WA 98122
abil.bradshaw@gmail.com

1

To: Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Abil Bradshaw
529 19th Avenue
Seattle, WA 98122
June 19, 20014

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

Please consider this another letter in opposition to the current Swedish: Cherry Hill MIMP due to the height, bulk and scale of the buildings proposed; corporate ownership of the campus; and increased traffic in the Cherry Hill/Squire Park neighborhood.

It is clear that the height, bulk and scale is incompatible with our residential neighborhood. I am a walker, and as I have walked through Swedish Hospital on First Hill, I have noted that the tallest buildings on that campus are far below the 160 and 200 foot heights proposed in our neighborhood. It is of note that these tall buildings are in a commercially zoned area! The tallest building close to Cherry Hill is the Cabrini Tower, located at Boren and Madison, which is 180 feet tall, still below the 200 feet proposed in the middle of our residential neighborhood. These heights are obviously wrong.

Another thing that is obviously wrong is the ownership of 40% of the campus by a for-profit developer, Sabey Corporation. It has been painful to sit through CAC meetings for two years listening to the neighbors express valid concerns, trying to negotiate, trying to compromise, but being met with no compromise on the part of the hospital/Sabey Corporation. There has been no effort to reduce square footage a realistic amount.

It is obvious that this lack of an effort to compromise is fueled by the fact that Sabey Corporation owns so much of the campus. The most egregious building plan, the monolithic, five-story, two-block structure, on the east side of 18th Avenue, is owned, solely by Sabey. The neighbors have said, many times, that if the for-profit businesses, being developed by Sabey, were moved elsewhere (research facility, laboratories, etc.), the actual hospital could expand to a square-

Bradshaw, Abil

1. Your comments concerning height, bulk and scale, ownership, and traffic have been noted
2. The existing MIO allows heights of 105 feet on the center campus, 65 feet on the west block and 37 feet on the east half-block. Swedish has proposed two new alternatives, Alternatives 11 and 12, in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
3. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

footage that might be acceptable to the neighborhood. However, this becomes laughable due to the fact that the push for such an aggressive MIMP is *because* Sabey Corporation owns the property. If Sabey were not trying to piggy-back on the MIMP process, there is no way they would be able to develop the 18th Avenue block, to such an aggressive height, bulk and scale, on a parcel of land that is contiguous to residences. Sabey Corporation is masquerading as a major institution.

Another obvious point is the apparent lack of concern on the part of Sabey/Swedish regarding the increase of traffic. The DEIS shows, clearly, in the traffic study portion, that this neighborhood's traffic flow will be downgraded from A, B, C, and D (in the most congested areas) to an F. "F" means gridlock. A world class hospital does not build twice its square footage in a neighborhood serviced only by residential streets.

Many people have come forward in the last few meetings, patients and doctors, to speak in favor of the expansion, sighting patient care as their motivation for wanting the expansion. Patient care will suffer as a result of the expansion due to the influx of thousands of new hospital-users, and no upgrading of the institution's streets. Even bus service is being cut in half, when it needs to be expanded by more than twice its capacity.

Egregious height, bulk and scale of buildings; unethical, corporate involvement; and traffic gridlock are just three of the many reasons why this MIMP should never have gotten this far, and why it should be rejected in its entirety.

Thank you for your time,

Abil Bradshaw

abil.bradshaw@gmail.com

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Cont.

4. While strategies to reduce SOV traffic and related impacts have been identified in the proposed Transportation Management Program, an increase in traffic to the street system attributable to Swedish is likely. Secondary and cumulative impacts on area roadways are included in the analysis of direct impacts in the Draft EIS.

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5. Even with the anticipated reduction and elimination of five of eight bus routes serving Swedish Cherry Hill, there is a capacity to accommodate additional riders through 2040 under No Build and Alternatives 8, 11, and 12.

6. Your comments are noted.

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6

Peli, Michael

From: Lisa Buchanan <lbbuchan@msn.com>
Sent: Sunday, July 06, 2014 4:04 PM
To: PRC
Subject: MIMP impact statement

To Whom It May Concern,
project number: 3012953 project address: 500 - 17th Avenue

I am a resident and home owner in the neighborhood of the proposed Swedish/Sabey neighborhood expansion. I attended the public hearing addressing the proposal and was disconcerted that few of the proponents of this project showed enough respect to stick around long enough to hear the concerns of those who are opposed to the expansion. What does that say?

I listened to the proponents for this expansion and was struck time and time again by the inability of the decided agenda to address the very real concerns of our neighborhood. I, along with other residents, understand the need for health care and the need for expansion to address a growing need for this community, however, the scale of the proposal are the real concerns for the neighborhood.

The suggested plan is absolutely overwhelming in consideration that this a residential neighborhood that has gone through vast changes regarding zoning laws, and traffic congestion resulting from a "wild west" approach to planning. This has resulted in a "do it anyhow and then lets figure out what went wrong" attitude. The proposed expansion makes past problems looks minor compared to what is being advocated currently.

The building heights suggested for this campus will cast a gloom that will be far reaching beyond its expansion borders. As a resident who has lost their southern sun exposure to poor development I can't imagine what the results this campus expansion will do to an entire neighborhood and the very dire impact it will have. For example: no solar development ever and those who use solar (Columbia street) will loose their investment and their gardens. Trees will be severely impacted and this in a neighborhood where trees are one of its most valued assets. The shadow effect will extend far beyond the campus, resulting in a compromised environment for all those who live in and near its proximity. Traffic congestion is already severe; currently there is little public transportation available in this area.

Though, we are good neighbors supporting the idea of expansion and research we realize this endeavor can be developed in other ways that will not severely impact its residents. This proposal will severely compromise a quality of life that should be the guarantee of its residents. We support the need for health research and are empathetic to those whose lives depend on improved technology, however, not at the expense of destroying the neighborhoods fragile ecosystem. In your quest for improving the lives for others, don't impact the quality of a neighborhood that has long been a supporter and a good neighbor to the current facility.

Having been a resident of Seattle and this neighborhood for over thirty years, it is hard to realize that those with the Swedish/Sabey development are not receptive to the concerns of this neighborhood. The City of Seattle and the Department of Planning and Development are our last resource for getting our voices heard. Please listen to us and and make a just decision.

Sincerely,
Lisa Welsch

Buchanan, Lisa

1. Your comments concerning the proposed expansion, building heights, traffic, and the quality of the neighborhood is noted.

1

PRC

From: Haines, Stephanie
Sent: Thursday, June 26, 2014 1:35 PM
To: PRC
Subject: FW: Possible Height Alternative]s from last meeting.

From: Carrol, Linda [mailto:Linda_Carrol@swedish.org]
Sent: Thursday, June 26, 2014 8:28 AM
To: Dylan Glosecki
Cc: Sheppard, Steve; Andrew Coates; Cosentino, Andy; Ashleigh Kilcup; VanValkenburgh, Cristina; David Letrondo; David Letrondo; Dean Paton; Eileen DeArmon; Erik J. Oliner; J. Elliot Smith; James Schell; John Jex; Joy Jacobson (joyjake5@msn.com); Katie Porter; Katy Chaney; Lara Branigan; Leon Gamett; jspelman@comcast.net; Maja Hadlock; Najwa Alsheik; Natalie Price; Nicholas Richter; Patrick Angus; Raleigh Watts; Haines, Stephanie
Subject: Re: Possible Height Alternative]s from last meeting.

Hi all,
I am weighing in in advance of the meeting. I do not think it is reasonable to increase heights on land Swedish or Sabey do not own in order to maintain the required 2.7M sq. ft. They may never be able to buy those properties, so including them in the growth footage does not make sense.
It has also been stated several times that building over the courtyard is not an option. That is the central receiving/discharge area for patients and the best place for that activity. In addition, the surgery suites are located under the courtyard and it is not feasible to do construction on top of them because of noise and vibration disruptions.
Poor planning in the past by both Providence and Swedish should not restrict them from redesign and growth. The empty chair concept makes sense, but the "full chairs" house moveable functions: sim labs, hotel, physical therapy, office space, etc. Surgery is not moveable and is the foundation - literally - for what we do at Cherry Hill.
Using a flexible design, Swedish in partnership with Sabey, an experienced real estate developer and Callison, a nationally recognized architectural firm has presented a design that both addresses patient needs for centralized care and attempts to mitigate neighborhood impact through design. The heights Dylan proposed below do not seem to be a reasonable balance between growth needs and neighborhood needs given the construction restrictions Swedish faces.
200' is too tall, but 105 is too short.
Thank you,
Linda Carrol

Sent from my iPad

On Jun 25, 2014, at 11:25 PM, "Dylan Glosecki" <dylan.glosecki@gmail.com> wrote:

Hi All

Steve, thanks for keeping the height conversation going. I would propose the attached heights for the MIMP.

Carrol, Linda

1. Your comments on increasing heights, development on the central plaza, and functions that can be moved is noted.

Herbaugh, Melinda

From: jkochang1 . <jkochang@gmail.com>
Sent: Thursday, July 03, 2014 12:02 AM
To: PRC
Subject: Swedish Expansion

722 15th Ave.
Seattle, WA 98122
July 2, 2014

To: The Department of Planning and Development
The Citizens Advisory Council

Subj: Swedish Cherry Hill Draft EIS
Project # 3012953

I wish to express my opposition to the planned expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan and the Draft Environmental Impact Statement. The proposed expansion is fundamentally incompatible with the low-rise, single family character and zoning of my neighborhood. It is imperative to the future of all Seattle neighborhoods for the City of Seattle to follow the recent direction of the City Council to preserve and protect the residential nature of Seattle's many neighborhoods.

Sincerely,

Jami Chang

Chang, Jami

1. Your comments on the compatibility of the proposal with the neighborhood character are noted.

1

Peli, Michael

From: Catie Chaplan <cechaplan@mac.com>
Sent: Sunday, July 06, 2014 4:30 PM
To: PRC
Subject: Draft EIS and Draft Master Plan Comments

Hello,

I do not support the proposed Swedish at Cherry Hill Draft Major Institutional Master Plan.

The proposed development is outside of the First Hill Urban Center as identified in the Seattle's Comprehensive Plan and the heights, setbacks, and size out of scale and incompatable with the surrounding residential neighborhood.

The proposed MIMP does not satisfy the Transit Master Plan. Swedish Hospital has never in compliance with it's current TMP and this MIMP does not provide real transit choices as described in Seattle's Comprehensive Plan. First hill does not have a light rail stop. The new Broadway streetcar is too far away and up a significant grade. Bus service along 23rd Ave is also far away and with a significant grade. When 23rd Ave is re-designed later this year, it will be reduced to one lane in either direction for a portion through the Central Area, slowing bus service. As Metro implements its service cuts, only the #3 bus will have a stop at the Swedish campus.

The streets surrounding the campus are residential and minor arterials. They are already clogged with the current traffic to the Swedish Campus. They do not have the capacity for the increase in volume this out of scale development would create.

The proposed heights would damage views, obscure the signature and historic views of the Swedish Tower, cast shadows on too much of the neighborhood and exceed the height limits already decided upon in Seattle's Comprehensive Plan.

Providence Health Services and the Sabey Corporation have not demonstrated the institutional need of the proposed almost tripling in size of the Swedish Campus. With no additional hospital beds being added, PHS/Sabey has not clarified what space would be used by the hospital and what space would be private office space. The current campus already has vacant office space/non-medical space. When Swedish Hospital aggressively expanded in Issaquah, it almost went bankrupt and was purchased by PHS. Swedish has overbuilt space it couldn't fill in the past. It is making the same mistake with this plan.

Swedish Cherry Hill can still have a world class facility while abiding by existng land use decisions and code.

Thank you,

Catie Chaplan
832 16th Ave
Seattle, 98122

Chaplan, Catie

1. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center. Your comments on heights, setbacks, and scale are noted.
2. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.
3. The TMP is intended to reduce the percentage of people who drive alone to Swedish.
4. The Seattle Comprehensive Plan does not govern height limits. Major Institutions are permitted through the Land Use Code, and heights for institutions are approved on a specific-institution basis by the City Council.
5. Your comments concerning Providence and Sabey are noted.



PRC

From: Haines, Stephanie
Sent: Tuesday, July 08, 2014 3:46 PM
To: PRC
Subject: FW: Swedish/Sabey MIMP, Project number: 3012953

From: Ron C Cole, Jr. [mailto:roncocole@gmail.com]
Sent: Saturday, June 28, 2014 12:49 PM
To: Haines, Stephanie; Sheppard, Steve
Subject: Swedish/Sabey MIMP, Project number: 3012953

Dear Stephanie and Steve,

I was present for a short time during the Community Ask portion of SMC/Prov Sabey MIMP on June 12. I was there on my meal break from work and didn't have time to wait in line to speak. I live at 926 18th Ave #3. This is a 4plex that I own. I have lived and owned in this neighborhood for 20+ years. I am also a SEIU delegate and SMC employee for over 16 years.

I'm opposed to many of the changes to the MIMP and DEIS for SMC/Prov at Cherry Hill. Height and Sqft, parking and traffic. Not sure that DPD is looking out for my neighborhoods' best interest here. I will paste a recent email from Joanna Cullen sent to me today detailing these issues. These are my concerns as well.

Sincerely yours,

Ron C Cole, Jr. RN, BSN, CWCN
Property owner 926 18th Avenue, 98122
206-328-3977

Swedish/Sabey MIMP
Project number: 3012953

Now, a decade after selling half of its campus, and after Sabey's having brought in other uses which could exist in any number of locations other than on this campus, Swedish is asking for permission for a vast increase in the scope and scale of development on the Central Area campus. Apparently, its expansion plans for the next twenty years do not include any reclaiming of the property it sold to Sabey. Rather, the full impact of future development would be visited on the residential neighborhood.

The push that negatively impacts the immediate residences that neighborhood will result in a domino affect if it is allowed to move forward with the proposed increases in the bulk and scale of the institution in our midst and will become more of and more of an undesirable monolith in our midst with added unmitigated traffic. This area is not an Urban Center or Urban Village and is not slated to contain the infrastructure necessary for the amount of traffic that will be produced. Each MIMP continues to have some negative impact well into the future as the institution pushes east. It is time to act to preserve the neighborhood feeling of the area for area residences. The MIMP is even more alarming especially since Swedish itself has not and does not need property that it has allowed Sabey to develop on its campus.

Cole, Ron

1. Your comments are noted.
2. Please see comment responses for Joanna Cullen.

Just one small example of how over time one change forever negatively impacts the neighborhood. Swedish before Sabey was involved was allowed to vacate 17th Avenue at E. Cherry and designed a walk way between E. Jefferson (where the main bus stops are for those who live in the E. Cherry area) and E. Cherry. This to some degree works until 9:00 PM at night when the gates close. It seems to suggest a curfew for residents. Evening and night are two of the most important times for a transit ride to have an efficient, safe path between transit stops and home or work. Joanna Cullen

Below is the longer version and further documentation and comments that I have heard in the community:

Vitality and livability of neighborhood:

The proposed expansion threatens both as a result of increased traffic loads on the major arterials, increased parking demands, and increased building heights incompatible with the character of the neighborhood, all documented in the DEIS. A serious issue for the neighborhood is housing affordability and access. We encourage alternative modes of transportation. The expansion proposal to 3 million square feet of primarily medical office buildings will bring many more single occupancy vehicles to the neighborhood as daily commuters since no provision for housing or increased mass transit is included as mitigation for their expansion. Commuting workers are unlikely to contribute to the neighborhood economically and will not be participate as part of the social fabric since they will come to the facility for their shift and leave when work is over. Of particular concern is the n the proposal to build 200 foot tall structures that will dwarf the adjacent neighborhood and cast shadows that will totally eliminate sunlight during parts of the year for neighbors north of Swedish. The DEIS mistakenly characterizes the area as low-rise multi-family structures when it is really low-rise single family residences. We also note that the DEIS alludes to the potential re-zoning of both E. Cherry and E. Jefferson between the Swedish Center and 12th Avenue for commercial and retail uses.

This a patently inconsistent with the policy of the City of Seattle which designates 12th Avenue as the spine of the 12th Avenue Urban Village as a prime commercial corridor. Substantially increased traffic associated with the proposed expansion will make the existing congestion on Cherry/James (especially as it connects with I-5) significantly worse and four additional intersections in the neighborhood will operate at Level of Service "F" (extreme stop-and-go congestion) during PM peak hours. The DEIS proposes no mitigation for these impacts. Furthermore, the DEIS does not consider the cumulative traffic impacts associated with growth on the Settle University Campus, the plans for the new King County Juvenile Detention Center, and continuing growth in the area.

Finally, the DEIS does not analyze the impact of storm water run-off from increased impermeable surfaces which is of considerable concern given existing ground water problems adjacent to the Center. Consequently, rather than adding to the vitality and livability of the neighborhood, the proposed expansion will significantly degrade the environment.

Other very important history and facts:

Re: Swedish Medical Center Major Institution Master Plan

As the Citizens Advisory Committee and DPD deliberate and make recommendations on the the proposed Major Institution Master Plan for Swedish and Sabey, it is crucial that the CAC and DPD consistently look to the standard by which the institution's proposals are to be judged --- the Land Use Code sections setting forth the "purpose and intent" of the Major Institution Master Plan process:

SMC 23.69.002:

The purpose of this chapter is to regulate Seattle's major educational and medical institutions in order to:

A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;

B. Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods;

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The request by Swedish and Sabey in this MIMP process is that they be allowed to develop, by 2040, up to 2,753,000 square feet. Although the proposed MIMP does not directly state this, there's an implication that the proposal for 2,753,000 square feet would include substantial non-Swedish uses, as is currently the case on the campus.

The issue is not whether or Swedish and Sabey might be able to use 2.7 million square feet of space to satisfy their future needs. Rather, the issue is this: Is it possible that developments amounting to such a large number of square feet and with the kinds of intense uses contemplated by Swedish and Sabey can be put into a residential neighborhood (and to a significant degree, a single-family-home residential neighborhood) while also protecting the livability and vitality of adjacent neighborhoods, as the Land Use Code requires?

Or, on the other hand, is it necessary, in order to "minimize the adverse impacts associated with institutional growth" to require Swedish and Sabey to provide for some of their future needs in locations other than the 17th and Jefferson campus?

The document submitted to the CAC that is entitled "MIMP Space Needs Analysis" (but which is really a "*Space Desires Argument*") suggests a few places to begin. In contrast to the earlier assertions of space "needs", the most recent alternative has some measurable reduction in the amount of square feet. Now even Swedish seems to be admitting that there are several other (unnamed) non-campus locations where different components of future growth could be located.

It is the job of the Environmental Impact Statement to delve further into the Swedish proposals and to analyze *real* alternatives that would include future campus size alternatives that are meaningfully different in their impact on the neighborhood. Swedish Medical Center has three other hospitals and over twenty clinics in King County. The combined Providence Health and Services and Swedish Medical Center, according to their publicity, is one of the largest health care delivery systems in the country. On Seattle Housing Authority property quite nearby, in an urban village, tens of thousands of square feet of office space are proposed to be developed in the next twenty years. It stretches credulity to suggest that the Central Area campus is the only suitable place for *all* of the additional 2 million plus square feet that Swedish (now Providence) might want in the next twenty years.

In 2002, when the administration of Swedish determined that it would not need all of its Central Area campus, it sold about half of the campus to Sabey. In the words of the Swedish spokesman, the downsizing of the Swedish campus was a "right-sizing". (see "Seattle Times" article noted below)

The Sabey Corporation intended to develop a large biotech research hub on the land it acquired. However, that vision was not realized and Sabey was compelled to find other tenants for its space, ultimately choosing Laboratory Corporation, Seattle University School of Nursing, Accium Biosciences, and the Northwest Kidney Center, among others. (see article by Sabey Corporation spokesperson published by DJC.com noted below)

Now, a decade after selling half of its campus, and after Sabey's having brought in other uses which could exist in any number of locations other than on this campus, Swedish is asking for permission for a vast increase in the scope and scale of development on the Central Area campus. Apparently, its expansion plans for the next twenty years do not include any reclaiming of the property it sold to Sabey. Rather, the full impact of future development would be visited on the residential neighborhood.

That would be contrary to the intent of the Major Institution Master Plan provisions of the Seattle Land Use Code.

In applying the meaning of the Land Use Code to this case, a decision of the City of Seattle Hearing Examiner in the case of the Major Institution Master Plan proposed by Seattle Children's Hospital is particularly applicable. ("Findings and Recommendation of the Hearing Examiner, H.E. File CF 30884, August 11, 2009.)

In that case the Hearing Examiner stated, that "balancing the needs of an institution to change with the need to protect the livability and vitality of adjacent neighborhoods requires an appreciation of the context for the balancing." In that regard, the Hearing Examiner stated:

The City's urban village strategy, adopted as part of the Comprehensive Plan (Plan) is a "comprehensive approach to planning for a sustainable future" that is "intended to maximize the benefit of public investment in infrastructure and services". It "tries to match growth to the existing and intended character of the city's neighborhoods." Plan at 1.2-1.3. Most residential and job growth is to be directed to urban centers and villages. Areas outside urban villages are to accommodate modest amounts of growth in less dense development patterns. Plan at 1.3., 1.22.

Once a small hospital, Children's has grown into a regional medical center that has gradually expanded on its main campus and to other facilities within the area, in addition to maintaining a presence in other parts of the City and in neighboring cities. ...

Children's was part of the Laurelhurst neighborhood when the Council designated urban centers and urban villages during the comprehensive plan process in the 1990s. Yet the Laurelhurst area was not designated as an urban center or village.

It is apparent from the RFEIS' Land Use section that Children's expansion under the proposed MIP is inconsistent with the City's urban village strategy. Although major institutions are permitted outside urban villages/center, Children's seeks heights that exceed those of any other major institution located outside urban village or center. (citing Exhibits). The significant, unmitigated traffic, and height, bulk and scale impacts associated with Children's proposed expansion result largely from the fact that the MIMP proposes development outside an urban village at an intensity that is designed for development within an urban village. Children's is asking that the proverbial "square peg" be forced into a "round hole", but it does not fit." Page 20, Hearing Examiner's Decision.

The words of the Hearing Examiner could easily be applied to Swedish and the Central Area. This, like Laurelhurst, is not an urban village or center. Rather it is a residential area which, according to the Comprehensive Plan adopted by the City Council, is to be an area of less intense development. Here, residential uses are to be encouraged and supported, not marginalized. In other words, the neighborhood is to be maintained as a vital residential neighborhood now and into the future, unless and until the Comprehensive Plan changes.

If, over the next twenty years or so, there is to be some expansion of current Swedish Medical Center uses, the scope and scale of that expansion must be consistent with adopted City policy. Most of the great height, bulk, scale, and greater employment and patient population, along with greater traffic intensity, that Swedish proposes be located in this residential neighborhood, are required by City policy to be located in urban villages or urban centers. There is no reason to believe that Swedish and Providence, as well as Sabey, cannot find perfectly suitable locations for many of their future needs in more appropriate locations in urban villages or urban centers.

1. "Swedish to sell Landmark Old Providence Hospital to become biotech research center", J. Martin McOmber, "Seattle Times" 8/8/2002 <http://community.seattletimes.nwsources.com/archive/?date=20020808&slug=swedish08>

2. "Build it Right and They Will Come: A few essentials for a biotech makeover", Marcelo Garces of the Sabey Corporation in the Daily Journal of Commerce, 3/3/2005

<http://www.djc.com/news/co/11166007.html>

Formal Comments on the

22 May 2014

Swedish Medical Center – Cherry Hill / Sabey Corp.

Draft Major Institution Master Plan

and

Draft Environmental Impact Statement

project number: 3012953
project address: 500 17th Ave

Comments submitted by:

Bob Cooper
349 16th Avenue
Seattle, WA 98122-5614
206-852-3616
Bob@EvergreenPublic.com

Submitted 19 June 2014

The following is a more detailed and expanded discussion of points presented in my public testimony during the 12 June 2014 public hearing on the SMC Cherry Hill Draft Major Institution Master Plan. Please include the following as formal comments in the public record.

Preface:

The two minute time limit on public comments at the 12 June public hearing on the DMIMP and DEIS made it look as if the city was going through the motions but not really interested in detailed discussion of the documents. It is ridiculous to expect cogent comments on hundreds of technical, detailed pages of documents in such a short time.

There was a lot of discussion about health care at the hearing, but that is not the point. The documents and plans are about land use and compatibility with the neighborhood. No one opposing the plan is against health care – many of us have been treated at the hospital. **But we are in opposition to grossly inappropriate development in a residential neighborhood.**

Speakers in favor of the proposed expansion did not speak to the compatibility of the proposal with the neighborhood – the doctors and health care workers from the institution spoke about their work and patients talked about the world class care they received. However, the work and care can and should be spread throughout the Swedish/Providence health care system and not concentrated in a residential neighborhood.

Speakers from non-profits – specifically the Diabetes Association and Girls on the Run – spoke about the support they receive from Swedish/Providence. That is laudable, but off-point, since “community benefits” must be more specific to the immediate neighborhood, as required under the Major Institution Master Plan ordinance¹. Girls on the Run touted benefits in Tukwilla and Highline. The Diabetes Association spoke about benefits throughout the state. Few, if any, of the speakers supporting the expansion actually live in the neighborhood. In fact, the many of the Swedish health care workers who do live in the neighborhood spoke in opposition to the plans.

But those speaking in favor did not address the paramount issue: compatibility with the surrounding residential neighborhood and benefits to the immediate community.

¹ SMC 23.69.002(b) “Balance a Major Institution’s ability to change and the public benefit derived from change with the need to **protect the livability and vitality of adjacent neighborhood**” (emphasis added)

Cooper, Bob

1. Your comments on the allotted time are noted. Time per speaker was minimized in order to allow a larger number of speakers to have the ability to comments. In addition to oral comments, all comments that were submitted in writing either at the hearing or by e-mail or USPS have been included, reviewed, and responded to in this Final EIS.
2. Your comments concerning compatibility with the neighborhood are noted.

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I have lived in the neighborhood next to Swedish Medical Center Cherry Hill for more than a quarter-century. It is a historic neighborhood with a rich history.

Catholics congregated here, and the Sisters of Providence's hospital located next to a Sisters of Maryknoll facility. Jews moved into the neighborhood as Catholics assimilated into the general population. As the Jewish population assimilated and moved elsewhere, African Americans moved in around World War II when they were drawn to Seattle from the American south to work in the shipyards – despite earlier efforts to keep them out with restrictive covenants such as homeowners who *“hereby mutually covenant ... that no part of said lands owned by them ... shall ever be used, occupied by or sold, conveyed, leased, rented or given to negroes, or any person or persons of the negro blood.”*²

But the history detailed in the draft MIMP ignores, distorts and mischaracterizes this century-plus history as a residential neighborhood, focusing instead on nearby – but NOT adjacent – commercial development.

Following extensive discussions with the Citizen Advisory Committee and months of community input, the proposed Major Institution Master Plan should, at best, be described as highly inaccurate. A more brutal characterization would be that it is filled with lies, deceptions, omissions, empty promises, and disingenuous statements.

A final plan should be rejected unless it is substantially accurate and complete in its factual presentations, and pertains only to the medical center and not other development inside the footprint.

The face of the document includes Sabey Corporation as a listed partner in the development of the MIMP application. This highlights a major failing of the MIMP ordinance in that the ordinance does not contemplate a for-profit motive being included in the process.

Under the public policy established in the Major Institution Master Plan ordinance, the plan is supposed to be exclusively for the hospital/medical center and its mission and goals – it should not be crafted for the benefit of a for-profit developer and its profit-driven motives.

The proposed height, bulk and scale of the plan is **wildly incongruous and fundamentally incompatible with the surrounding residential neighborhood** (see comments of former CAC member Nicholas Richter submitted June 2, 2014,

² http://depts.washington.edu/civilr/covenants_report.htm

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Cont.

3. SMC 23.69.008 Permitted uses allows for *“All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.”*
4. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: “Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University’s campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.” See response to comments submitted by Nicholas Richter

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which I fully endorse and incorporate here by reference). And, yes, the neighborhood is single-family, not the commercial context erroneously portrayed in the MIMP and DEIS.

The proposal to change underlying zoning should be denied – it is unnecessary except to allow other development inconsistent with the MIMP, probably by the other major landowner in the MIMP footprint, Sabey Corp.

Any promises of neighborhood mitigation and/or amenities must be tied to development milestones (described below).

No accommodation should be made to allow computer server space in addition to all other development – something seeming to give Sabey Corporation a free pass to locate a key part of their business on the campus.

Transportation management must be both more vigorous and enforceable, given the institution’s failure to comply with its previous plan over the last 20+ years. Degrading traffic to Level of Service (LOS) F without mitigation is unacceptable.

A 50% SOV goal is laughable – it is the same goal set more than 20 years ago and never achieved. Other major institutions with more commitment to transportation management have set and achieved goals far more aspirational than that, committing more resources to do so. (I fully endorse the comments of Jerry Matsui, Vicki Scanterelli, Nicholas Richter and others in this regard, and incorporate their comments here by reference).

The institution has repeatedly said we should ignore the now-expired 1994 plan – that this is a new plan for the future. That is a false assertion, and what we can learn from past performance can and should inform us about how development might proceed in the future.

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- 5. There is no proposal to change the underlying zoning. It will remain as SF 5000 and LR3 as currently designated. See response to Comment 3.
- 6. Your comments regarding tying mitigation and/or amenities to project milestones is noted.
- 7. Data centers are currently regulated as an Office Use in the Land Use Code. In order for a data center to be permitted on site, the use would need to be functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution.
- 8. The TMP identified the creation of an Integrated Transportation Board that includes representatives from the City as well as representatives from companies on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.
- 9. See Response to Catie Chaplin Comment 2.
- 10. Your comments regarding the 1994 plan are noted.

11. Your comments on the Draft Master Plan were forwarded to Swedish.

Background, Purpose and Process:

This section fails to state that a project application substantially similar to what is proposed on the east side of 18th avenue was deemed a "major amendment" to the 1994 plan, forcing the initiation of a new MIMP process. This planning process is not entirely voluntary on the part of the institution – it is the result of a hearing examiner decision following appeal of the proposed amendment to the 1994 plan.

They call it a "master planning entitlement" but it is not. "Entitlement" indicates a right to something. This is an application for permission.

It does, however, correctly note that the "MIMP (ordinance) balances the institution's ability to change and the **public benefit derived from (that) change** with the livability and vitality of adjacent neighborhoods." (emphasis added)

Balance, however, is completely absent in this proposal. There is no specifically articulated public benefit to the surrounding neighbors – only aggregate listings of all of the things Swedish Medical Center does throughout its service area.

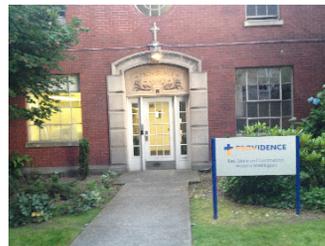
The timeline also fails to show a date on the CAC recommendations, failing to note the tortured decision making process and failing to note the CAC unanimous rejection of the preliminary draft master plan, to which this document is substantially similar.

Mission:

In discussing community benefits under this section, the draft fails to disaggregate all community benefits to show what this particular institution provides. Without a detailed description of benefits of this particular portion of the Swedish system, it is not possible to show any balance between the institution and the neighborhood.

The listing of services on the campus include, on its face, many which do not need to be accommodated on the campus and could locate elsewhere within the Swedish system, including:

- Regional real estate and construction management
- Seattle Science Foundation
- Telehealth Center



In addition, they fail to note the location of regional laboratory services or other tenants of Sabey Corporation – services which may be functionally related to the hospital, but are not essential to its operation as a hospital.

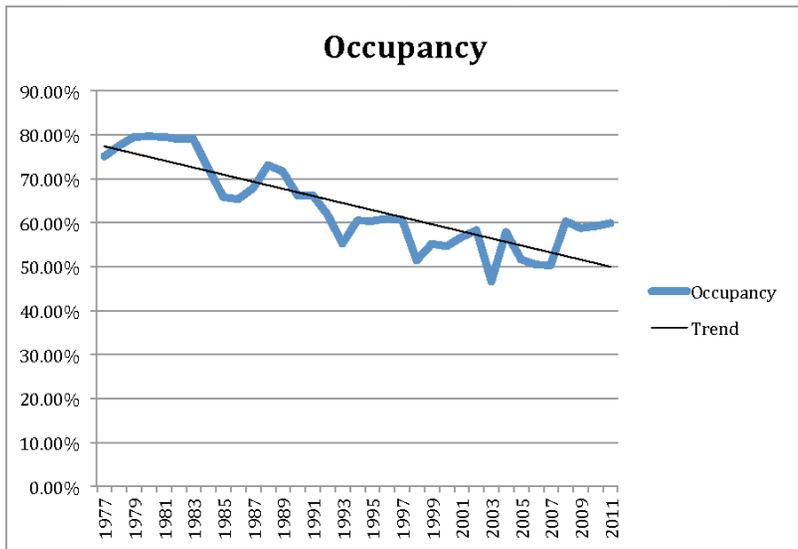
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The failure to fully inventory existing uses on the campus make it difficult to impossible to understand need as it drives the request for massive development and expansion.

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Regional Demand

The draft asserts a growing demand for services, while reports filed with the state Department of Health show a declining use of hospital beds at the facility.



source:

<http://www.doh.wa.gov/Portals/1/Documents/5300/Historical.XLS>

Swedish admits that beds authorized under their state certificate of need are currently going unused, then assert they will be needed in the future. There is no evidence provided that this is true, nor is there evidence that they would be able to secure any expansions to their certificate of need above the number of currently authorized beds.

Swedish had authorization under their previous MIMP to expand beds, but never exercised that authority (discussed in relation to James Tower below), apparently because of a lack of need.

The assertion that the Affordable Care Act (ACA) will increase hospital admissions is

contrary to the policy goals of the act. The ACA is predicated on the projection that hospital use will go down with more people being able to access primary care. This is proving true due west of SMC Cherry Hill at Harborview Medical Center, where emergency room use is falling dramatically from 12% to 2% as more people are signed up for Medicaid and referred to primary care physicians³.

Research functions, it is noted in the draft plan, are prestigious, but are not necessarily a separate component of a hospital. Swedish also has other property nearby that can accommodate research. In most other medical institutions, research is an integral component of treatment, not requiring significant additional space.

Laboratory services that serve a variety of institutions are not logically located at the smallest of those facilities and should be located at its larger campus if they are truly striving for the efficiency described in the draft Master Plan.

There may be other tenants with similar characteristics in relation to the hospital, but this is not possible to discern since the document is deficient in that it lacks sufficient information on other uses located on the campus and their functional relationship to the hospital.

Programmatic needs

While several program components are listed in the document as being planned for the campus, public discussion has revealed that the institution is simultaneously considering moving some of those functions elsewhere in its large system. As such, this section needs a more truthful explanation of need and potential variability of that need.

Neighborhood context

The description of the surrounding neighborhood is inaccurate, since SMC First Hill and Harborview Medical Center are located more than the half-mile from the campus as the document describes.

SMC Cherry Hill is located in the residential plat legally known as Squire Park Addition.

This section also fails to note the sequential migration in and out of Catholic, Jewish, then African-American populations, each moving on as discrimination lessened (either by attitude or legal action to end redlining). This illustrates an ongoing lack

³ Kaiser Health News, 27 May 2014.
<http://www.kaiserhealthnews.org/Stories/2014/May/27/Safety-Net-Hospitals-Seeing-More-Patients-And-Money.aspx>

of understanding of the historical context of the residential neighborhood and its evolution over time.

The assertion of recent re-platting to allow more intense development outside of the 12th Avenue Urban Village is unsupported by factual citations. As a longtime resident of the area, I am unaware of when this might have happened.

And saying "most" blocks have sidewalks implies many do not. I am only aware of one block without a sidewalk in the surrounding neighborhoods.

The discussion of transit options fails to note pending 17% cuts in service (although this is mentioned in the EIS), including elimination of one of the two regular routes serving the campus. This will make access more difficult and should prompt a reassessment of what is located on the campus that will drive customer traffic to the institution, as well as some commitment in the Transportation Management Plan to fund additional transit connections.

References to the Seattle Streetcar opening between Capitol Hill and First Hill have no bearing on the plan – it will run more than a quarter-mile (generally accepted walking distance) from the campus.

Modifications to Development Standards

The proposal asks for changes to the underlying zoning. (see table B-1, where some requests specifically ask that the changes be made under the MIO, but others do not). Why? Development related to the institution is exempt from the underlying zoning if it is within the confines of the MIMP.

Changing underlying zoning is necessary only if Sabey Corporation or some other developer wants to build something inside the MIMP footprint that is not related to the institution. The committee should recommend, and the city should agree, that there be no modification to the underlying zoning.

Allowing an MIO overlay of more than the former MIO's maximum of 105' is incongruous with the surrounding neighborhood. Additionally, higher buildings would obscure the landmark-designated 1910 tower.

Setback modification should only be allowed if tied to street-level development that enhances the pedestrian experience and adds vitality to the streetscape, or is a trade to reduce some of the fundamentally incompatible building heights. In one existing example of setback modifications, the parking garage at 15th and Jefferson was allowed to come closer to the lot lines at the southern and eastern edges in exchange for a significant lowering of its height.

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Where the document discusses transition to the adjacent residential neighborhood, it fails to note that the massive facade of James Tower was developed in apparent violation of the former master plan and city code. It was approved without input from any Standing Advisory Committee as required by law, and as a massively larger structure than called for in the former MIMP.

The 1994 plan called for addition of a “60-bed project” described as a “skilled nursing facility [that] would be two stories (28 feet) and would have approximately 24,000 square feet.”

What happened instead was a vastly larger James Tower – a six story, 159,858 sf facility = **267% of the approved development**. (This is not noted in the plan, but detailed in the EIS.)

Swedish currently describes the building as “a state-of-the-art medical office building and now houses physician offices, education, and research facilities.”⁴ This is nothing like the skilled nursing facility described in the former MIMP.

With no Standing Advisory Committee to make official comments during the permitting process, there was no formal process for negotiating mitigation for a project much larger than originally approved – a development that would have likely triggered this new Major Institution Master Plan process a decade ago⁵.

In fact, it was the Grand Opening of the James Tower and a notice mailed far-and-wide saying “there’s plenty of free parking in the surrounding neighborhood” that prompted the complaints that helped lead to re-establishment of citizen oversight.

It is the responsibility of the city and its Citizen Advisory Committee to consider how this bulk and scale, much larger than anticipated in the previous plan, can be mitigated now – and that is likely through keeping development east of James Tower across 18th avenue at a transitional scale no higher than the 36 feet anticipated in the prior plan⁶, and in smaller buildings spread along the double-block, rather than one or two block-long buildings.

The proposal for a 50' development envelope on the east side of 18th Avenue is out of scale with the adjacent single family homes it abuts, especially considering the proposal for only a 10' setback from the rear property line. Any setback should at

⁴https://www.seattle.gov/neighborhoods/mi/miac/swedish_cherry/documents/SwedishCherryHill-PrelimDraftMIMPFeb42014.pdf page 7

⁵ The former MIMP ordinance required new plans be drawn up when certain triggering events, such as an application for a major change in the existing plan, occurred, after a certain period of time.

⁶ The 36 foot limit and scattered buildings were originally articulated in a 1988 settlement agreement between the Squire Park Community Council and Providence Medical Center (PMC) that also included re-development of four lots PMC had purchased on 19th Avenue. That agreement included re-development of four empty lots for low to moderate income, single-family homes.

least be equal to that required in the underlying sf-5000 zone so homes on the west side of 19th have the same separation from buildings behind them that exists in any residential neighborhood.

And if 37' high buildings are too tall on small lots in residential neighborhoods (city council recently restricting such housing to 27'), a 50' building within 10' of the lot line is surely too tall to be a transition to the residential neighbors.

Planned future lot coverage and development standards fail to include The Kidney Center on the northwest corner of the campus, a vacant lot adjacent to the Kidney Center on 15th, a rehabilitation facility at 16th and Cherry and the Carmack House. While SMC does not own these properties, they should nonetheless be included in plans for the campus. SMC does not own half the campus, yet plans for other areas inside the boundaries. Spreading development plans across these properties would further mitigate heights needed in other areas.

It is due in part to this failure to plan for some of these areas (including the under-developed Kidney Center and parking garage) that heights are forced to absurd levels in areas where they do own or have agreements with Sabey Corporation regarding future development -- agreements that are not disclosed in the plan, but should be.

And it is disingenuous at best to call "public amenities" such things as "enhanced seating areas" adjacent to the major driveway entrance to the institution. "Pocket parks" no larger than a residential deck and outdoor seating for a Starbucks location are also tiny amenities that should not be aggregated into something portrayed as a major contribution to the neighborhood. And a proposed "health walk" on the campus is something never presented or discussed, and, based on comments in public meetings since the release of the plan, likely something no neighbor would be interested in using.

Designating the major driveway entrance as "open space" is also disingenuous and should be disallowed. Because it is occasionally closed for some event (something that, if it occurs, is so infrequent that I have never seen it), no more makes it open space than closing the I-5 express lanes for a running event makes the freeway "open space."

Development program

The discussion of "current envelope heights" is not true. There are no current envelope heights and never have been. The former plan approved discrete buildings at specific locations. That plan is now expired, and the applicable zoning today is the underlying zoning of SF-5000 and LR-3.

This is the first plan for the campus structured around development envelopes.

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Alternative 8

A 240' building is an absurd proposal for the campus. **This is more than 285%** of the height of the tallest building now on the property, and grossly out of scale with the surrounding homes and low-rise buildings in the area. This would cast long shadows over the neighborhood to the north, leaving many areas without direct sunlight for many months of the year. Normal things, such as planting a vegetable or flower garden, would become impossible.

Such shadowing would also prevent installation of solar power in the area, contravening city policy promoting reductions in greenhouse gasses that will be achieved, in part, through the use of solar energy⁷.

Alternatives 9 & 10

A 200' building is not much better -- **190% of the height of the tallest existing buildings**. This would have a marginally reduced impact from shadow v Alternative 8, but not significantly different.

The request for an exemption from FAR requirements for computer server space, buried as a single comment on page 71 of the draft MIMP, should be rejected outright. This appears to be a blatant attempt to accommodate what Sabey Corp. lists as one of its main lines of business – building computer data centers.

"Sabey Data Centers designs, builds, owns and operates data centers– providing powered shell space, turnkey and build to suit data centers for clients of all sizes. Build-out your premises within our powered shell or lease commissioned, full service wholesale colocation or turnkey data centers."⁸

Computer servers can (and usually are) located in an area remote from users. There are whole "farms" of computer servers in places such as Quincy, WA, and Wenatchee, WA, developed by Sabey Corp, and used by Seattle businesses.

All three alternatives fail to discuss suggestions that some building could be done below grade, although that development would not (but should) count toward allowed square footage. Group Health has placed some of its development below grade with skylights in a park-like setting at ground level, and a similar design

⁷ http://www.seattle.gov/Documents/Departments/OSE/2013_CAP_20130612.pdf

⁸ Retrieved from <http://sabey.com/datacenters/> 3 June 2014

should be considered here.

But it is unclear if they plan below grade development to locate more or more intense functions on the campus, which would then drive traffic and other impacts. There has been some verbal reference to such development in CAC meetings, but since below grade development is not governed by an MIMP, and nothing is articulated here about it, it is impossible to know and comment on this further.

The discussion of owned, leased, and non-owned properties fail to discuss that the majority of non-owned properties are former hospital properties sold to Sabey Corporation. Property ownership needs to be clearly spoken about, especially since Sabey Corporation is listed at the front of the document as a partner in developing the plan. The discussion should specifically speak to how the partnership would develop facilities specific to the medical institution, not just functionally-related development.

Discussions of community amenities throughout the document state proposals but do not attach any milestones or measurements. Hopefully, the final plan will tie some performance standards to allowances for development in the nature of 'when x square feet are developed, there may be no further development until y number of amenities or community benefits are in place from the following list.'

The "Open Space" designations should not include the main driveway entrance to the campus - this is not a regularly available space for the public, and being able to close it off for events as they suggest should not put this under the open space umbrella.

Likewise, it is somewhat disingenuous to designate as open space a small piece of paved property next to a driveway that occasionally has a table placed on it at the northeast corner of 16th and E. Jefferson.

While the plan mentions preserving the view of the historically-designated James Tower along 18th avenue, the proposal effectively allows blocking this view from the west and northwest. This should not be allowed.

And there is a notation about "opportunities" for public art that will be "studied." This does not constitute any commitment and needs to be raised to some enforceable standard.

Many of the routes they designate as "pedestrian circulation" should more accurately be called "customer circulation," since they are not truly public. I doubt the institution would appreciate my afternoon walk routing through the buildings since my dog comes with me on these walks.

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Both the draft MIMP and draft EIS identify a city bicycle “greenway” project on 18th. This, however, will not be the major such greenway in the area – that will be located significantly east of the campus. The greenway most-likely to attract significant bicycle traffic is currently proposed to run along 22nd Ave from just south of Madison to Columbia, then jog east to 25th to a point past Dearborn. At its closest, it is 5 blocks away and not integral to the MIMP.

It is this type of inaccuracy that calls into question a whole host of underlying “facts” asserted in the document – “facts” on which the CAC is supposed to rely in making decisions.

However, should 18th become a designated greenway – something the city’s plans clearly state is subject to change – that would make major development on the east side of the street, including parking structures, incompatible with the city’s adopted bicycle plan⁹, which states:

*Neighborhood greenways are non-arterial **streets with low motorized traffic volumes** and speeds, designated and designed to give bicycle and pedestrian travel priority.¹⁰ (emphasis added)*

Consistency with purpose and scope of Seattle Land Use Code

While numbers appear to be accurate, the scale of the proposal is lost in this section. The 3.1 million square feet described throughout the document represents 258% of the existing square footage – a massive increase in height, bulk, scale and density bordering mostly single-family neighborhoods to the east and south, and a mix of single-family and low rise multi-family residences to the north.

The claim is made that adverse effects are minimized, but the plans fail to push development into areas either recently under-developed by Sabey Corp., or not currently under Swedish or Sabey ownership. SMC should be planning in a more holistic way for its own need, not those of its development partner, and look to acquire properties not currently owned, within the long-range time frame of the plan.

That the institution sold major land holdings in the MIMP footprint and now sees a need for additional space is not a problem the neighborhood should be burdened to accommodate.

⁹ adopted by council resolution 31515 on April 14, 2014

¹⁰ http://www.seattle.gov/transportation/docs/bmp/apr14/SBMP_21March_ch%204%20bicycle%20network.pdf

The assertion that the MIMP “protects the livability and vitality of adjacent neighborhoods” is in error and is presented without factual basis. The so-called “open space” that includes or is adjacent to major driveways does nothing. The largest of these is across from a convenience store and others are so small or inaccessible that they add nothing to the neighborhood.

They assert “discussions include” a community retail space, but this includes no enforceable commitment.

There is discussion about “upgrading” sidewalks that really refers to actually repairing existing sidewalks damaged in the 2001 Nisqually earthquake, or by inappropriate trees’ roots heaving the sidewalk into pieces, to comply with the law. (One such section of sidewalk has been recently covered with asphalt along Cherry Street east of 18th.) This is not a neighborhood benefit – the institution is currently in violation of the code for failing to maintain these sidewalks.

It is inaccurate to say “Swedish has encouraged significant community involvement by meeting with the citizen advisory committee...” The meetings are a requirement of the law, and are not voluntary on the part of Swedish, except that they can choose to attend or not attend.

As for taking the recommendations of the CAC, the city should require that each recommendation provided by the committee and the public over the course of its work be accompanied by an explanation of SMC’s response. The city can then ultimately judge for itself the institution’s responsiveness to its neighbors.

The response to section I that talks about appropriate setbacks is, from the neighborhood point of view, inaccurate. The setbacks proposed adjacent to the homes on 19th avenue are not appropriate – they are less than would be required if a single family home were built across the fence from these houses. Setbacks here should be no less than would be required if a single family residence were built on the property.

Response to condition J is inadequate. Additional parking is allowed (encouraged?) if it would “reduce parking demand on streets in the surrounding area.” They propose no proportional increase, but neighborhood parking is a major impact of the institution. Even the casual observer at shift change times will see employees in scrubs walking to their cars parked on nearby streets (my wife observed a hospital employee parking in front of our house on 12 June come to their car at lunchtime, drive down the block, turn around, and park in the same spot – apparently to eliminate parking patrol chalk marks and avoid the 2 hour time limit). Drug company salespeople with their characteristic sample cases routinely park in the neighborhood and walk to the hospital. These impacts were supposed to be mitigated under the previous MIMP, but transportation management goals were

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never achieved throughout the 20+ year life of that plan.

And parking impacts have not been adequately surveyed. Standard practice would be to count vehicles during the business day and compare that count to vehicles parked in the neighborhood in the early morning or evening – one of the methodologies used to assess need for parking restrictions or Residential Parking Zones.

Swedish system of healthcare

This section says “Cherry Hill also houses at least two primary care clinics ...” Are there more? Does SMC not know what is housed within its institution? **This one statement provides a clear example that the institution is not the driver behind this plan** and signals the need for caution. The plan is supposed to be for the benefit of the non-profit institution and not the for-profit developer.

If the institution, as it does in this section, wants to tout its system, then the system should be responsible for absorbing institutional growth. As such, much of the need articulated for the Cherry Hill campus could and should be spread to more institutional settings on its First Hill and other campuses – **Swedish has to choose** what functions are located on the campus, and may not be able to put everything they want at Cherry Hill.

Public Benefits

Here, again, they tout system-wide community benefits. And while listing some area-specific organizations supported (others listed are regional and national groups), the document fails to articulate the level of support for these groups over what period of time.

Does some of this “benefit” include its parent/partner Providence Health Systems’ sponsorship and purchase of naming rights of Providence Park stadium in Portland?

They tout \$35 million in charity care, but that number appears to be system-wide. No specific benefits to the community surrounding Cherry Hill are cited. A figure of \$61 million in “Medicaid subsidized care” is also cited, but Medicaid is a state/federal program that provides payment to the institution and is not charity provided by the institution.

The citation of “a leading role” in getting people enrolled in healthcare under the Affordable Care Act is also disingenuous. Enrolling people in health insurance plans is somewhat self-serving – in addition to being good public policy it moves people from charity care to paying customer to the benefit of SMC and Providence.

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Under community outreach, SMC and Providence cannot claim credit for hours volunteered by employees unless there is some connection to making that happen. If SMC/Providence helped facilitate the volunteer work, or provides paid time off for this work, it is not articulated here.

Transportation Management:

The articulated goal for single occupancy vehicle use (SOV) is 50% -- exactly the same goal articulated in 1994 and never achieved. This is apparently (although not stated) the absolute minimum goal they can set by law. And the draft plan fails to even mention Vehicle Miles Traveled (VMT) reduction goals in the Commute Trip Reduction Act¹¹.

Children's Hospital has cut its SOV use nearly in half, down to 38%, in the last 20 years, but SMC cannot achieve its 50% SOV goal in the same period of time.

The adjacent transportation management plan for Seattle University sets a daytime SOV goal of 35%, including students (customers), and SMC should strive toward a similar goal, including customers/patients.

Meanwhile, it seems SMC is proposing to move from the current practice of fully paying for Residential Parking Zone (RPZ) permits in the surrounding neighborhood to "subsidizing" such permits. No subsidy level is listed. The subsidy should continue to be 100%.

Suggestions have been made in CAC meetings that a more aggressive policy be put in place that would discourage employee and vendor parking in the neighborhood by:

- paying for additional parking enforcement patrols in the area;
- paying for additional bus connections to/from the campus;
- prohibiting vendors from doing business on the property without a ticket from the parking facilities; and
- subsidizing patient parking.

¹¹ "The goal for employers in the City of Seattle was to reduce drive-alone commute trips to their CTR-affected sites by 10% and/or reduce VMT (vehicle miles traveled) by 13% within a four year period of time. These goals are being re-evaluated for the 2014/15 period and all sites will be notified about new goals as they are developed."

http://www.google.com/url?sa=t&rct=j&q=seattle%20commute%20trip%20reduction%20goals&source=web&cd=3&ved=0CDUQFIAC&url=http%3A%2F%2Fcommuteseattle.com%2Fwp-content%2Fuploads%2F2013%2F12%2FETC-Toolkit-2013.docx&ei=EfuiU-nsNofooATg-4CwBg&usg=AFQjCNF0zzAkFGaFyQ3skKhD8SiC_O_zCQ&sig2=nbihXScoYmxPESWA-lsHNw&bvm=bv.69411363,d.cGU

Meanwhile, suggestions about testing commuter incentives, more fully subsidizing ORCA card purchases, and incentivizing employees to live nearby are promising – but only if there is some enforcement mechanism to push for implementation of these practices and achievement of the SOV / VMT goals in the TMP.

Given SMC/Cherry Hill's location outside of an urban village and lack of regular transit service to the site beyond (what will soon be) a single 24-hour bus line, it is highly unlikely that the institution can achieve required reductions in SOV useage and VMT. Locating significantly more activity at such a site is also contrary to the goals of the city's comprehensive plan.

Conclusions

A Major Institution Master Plan is supposed to pertain to, and be for the benefit of, the major institution – not a “development partner” or others.

It should also live up to both the letter and the spirit of the law. This plan only attempts to live up to the letter of the law (and, in some areas, questionably so).

Seemingly small changes, including a request to change underlying zoning and another to exempt computer servers from FAR requirements, are buried in the documents when they should be fully discussed. These changes should be denied.

Overall, the process seems to have come to its preordained conclusion – primarily to support construction of a major medical office building on the east side of 18th Avenue, and additionally benefit Sabey Corporation. There is no articulated benefit to the medical institution or the neighborhood.

In fact, Sabey Corp. says *“Sabey is committed to bringing together the complementary services and practices that make Cherry Hill a vitally important and progressive “life sciences community”.*¹²

A “life sciences community,” however, is not the purpose of a Major Institution Master Plan – the purpose is to accommodate hospitals (and colleges/universities) with a concurrent benefit to the surrounding community.

In spite of that, Sabey Corporation is advertising that *“A new Major Institution Master Plan will accommodate the growth and design needs of the campus, the opportunities presented by the greater healthcare community overall and good relationships with the neighbors and businesses that surround the campus.*^{13”}

¹² <http://sabey.com/cherry-hill/> on 6/14/14

¹³ *ibid*

Sabey is, in effect, assuming approval of the MIMP and offering a bald-faced lie that good relationships exist with the neighborhood.

The plan should be rejected in its entirety. If it is not:

- Heights should be capped at the existing maximum of 105' and
- goals and promises must be made into enforceable milestones with significant penalties for non-compliance.

And since Sabey Corporation is part-and-parcel of this proposal, any permit issued to the corporation, its affiliates, subsidiaries and/or successors, under the MIMP or within the borders of the campus should require the corporation to subsequently fall under the same restrictions on ownership and development of property within the MIMP footprint and within 2,500 feet of the campus that pertain to Swedish Medical Center.

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Comments on SMC Cherry Hill Draft MIMP and Draft EIS (released May 22, 2014)
project number: 3012953
project address: 500 17th Ave

Comments on the Draft Environmental Impact Statement

Preface:

Throughout the draft Major Institution Master Plan (MIMP) there are inaccuracies, mischaracterizations and errors that likely render this EIS deficient as a basis for decision making related to that plan. Those problems are pointed out in my formal MIMP comments and those of former Citizen Advisory Committee member Nicholas Richter and others.

The draft EIS is also inaccurate, misleading and based on faulty assumptions to the extent that it should also be rejected as inadequate on its face.

Below are my formal comments on the EIS:

Introductory memo

“Individual future projects that exceed the SEPA thresholds for the underlying Single-Family 5000 (SF)-5000 or Lowrise 3 (LR3)1 zoning will require project-specific environmental review at the time of the Master Use Permit (MUP) application.”

This is unclear – does this leave any potential development not subject to a project-specific review?

“Elements of the environment for which significant adverse impacts are unlikely to occur include earth/geology (i.e., operation impacts), energy (i.e., usages of electrical and other forms of energy), and plants and animals, and these elements are eliminated from detailed study.”

These assumptions are not true.

- There is reported to be significant groundwater running beneath the site that is likely to be impacted;
- Increases in impervious surfaces will significantly alter surface water;
- Expansion of hospital operations is likely to use significantly more energy.
- Location of computer servers – proposed to be exempt from FAR calculations in the MIMP – would draw large amounts of electricity.
- Shadows are likely to impact plants and animals – especially off-site – if proposed 240’ buildings are built.

12. The SEPA thresholds are found in SMC 25.05.800. The SEPA threshold for non-residential development in the underlying SF-5000 and LR3 zones outside of an urban center or urban village is 4,000 square feet. Anything larger than 4,000 square feet would be subject to project-specific review.
13. Groundwater would be studied on a project-specific basis based on the type of foundation proposed and the accompanying geotechnical study.
14. Lot coverage is described in the Master Plan (Section C.3.c). It is a described per Seattle Land Use Code as the portion of a lot occupied by structures, expressed as a percentage of the total lot area. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.
15. Data centers are considered an Office Use in the Land Use Code and would not be exempt from FAR calculations.
16. There are no sensitive plant or animal species on the campus or surrounding area; no wetlands exist or would be filled; and no special habitat would be removed.

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Fact Sheet

The “proposed action” is not for the council to adopt a MIMP – it is for the council to consider adopting a MIMP.

I also fail to understand how a “*rezone is required for the modifications to Major Institution Overlay (MIO) height limits.*” There exists no valid MIMP, and as such the height limits have reverted to the previously existing, underlying zoning¹⁴. Did the MIO height limits survive the expiration of the MIMP? This is not clear in the document.

Authors and Principal Contributors:

The Transpo Group, purported to be working for the city of Seattle in preparing this EIS, has acknowledged working for Swedish as well, but this conflict of interest is not noted here. Other contributors may also have conflicts of interest – real or perceived – but none are articulated.

Conflicts of interest – real or perceived – must be noted on the record.

Section 1 – Summary

1.1 Project

It should be noted that the two year extension of the former MIMP was likely not valid, since the city council cannot delegate its law making authority to an appointed body.

The statement that “*The MIMP includes the development of up to 2,310 parking spaces*” is unclear. Is that a total number of parking spaces, or an additional number that would bring the total to 3,820 spaces?

1.2 Site and site vicinity

It is inaccurate to say the campus slopes downward to the east. There may be a tiny drop in elevation, but it is insignificant. Elevations do not begin to significantly slope downward to the east until a block east of the campus. The more significant downward

¹⁴ SMC 23.69.006 (A): “*All land located within the Major Institution Overlay District shall be subject to the regulations and requirements of the underlying zone unless specifically modified by this chapter or an adopted master plan. In the event of irreconcilable differences between the provisions of this chapter and the underlying zoning regulations, the provisions of this chapter shall apply.*”

- 17. Your comments concerning the Council action are noted. Even though the MIMP has expired and no additional development can occur without a new MIMP, the MIO height districts still exist.
- 18. While the EIS consultant costs are paid by the applicant (as are DPD and SDOT application review costs), the EIS consultant works under the direction of DPD.
- 19. Your comment is noted.
- 20. These would be the additional parking spaces over the 1,150 spaces that currently exist. The text in Section 1.1 has been clarified.
- 21. The text in Section 1.2 and 2.5.2 has been corrected to stated: “*The campus generally slopes downward both to the west and to the south.*”

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slope to the west should be more completely described.

1.5 Significant areas of controversy

It should be noted here that the MIMP requests a change to the underlying zoning, which could exempt additional projects from SEPA review.

The Seattle Streetcar is, at best, on the outside edge of any accepted walk-shed¹⁵ and should not be considered in the discussion of transportation.

Table 1-1 Potential Operation Impacts

Air quality – it is unclear here if CO levels would exceed EPA limits or not. Measurement points appear to be significantly removed from the site.

Noise – The times during which noise increases should be addressed in addition the levels of noise increases.

Shadows – This section fails to adequately describe the effect of a 240' building, the massive additional shadowing it would generate, and any effects on solar panels installed in the shadow area or on vegetable gardens that neighbors may rely on for subsistence.

Housing – while it is true that “*there is no occupied housing units within the MIO boundary,*” it is not true that “*there would be no direct impact to housing.*” The Transportation Management Plan (TMP) portion of the MIMP proposes some incentives for employees to live in the surrounding neighborhood, which has the potential to drive prices higher for both buyers and renters.

Historic Resources – it is not true that “*all primary views of the 1910 Providence Hospital building ... remain essentially the same.*” Blockage of the view of the tower has been acknowledged in the MIMP (see MIMP page 68 for a graphic example of how the view would be blocked to the west and northwest). **Assessment of this element should have been referred to the city’s historic preservation office.**

Transportation – Pedestrians – The “*direct pedestrian connection ... through the campus*” should be more accurately described as “*through campus buildings.*” And since it is unlikely that I could roll my bicycle through the buildings or walk my dog through, as I would along a sidewalk, this is more accurately described as a “*customer/patient connection.*”

¹⁵ How Far, by Which Route and Why? A Spatial Analysis of Pedestrian Preference Asha Weinstein Agrawal, Marc Schlossberg & Katja Irvin
http://pages.uoregon.edu/schlossb/articles/weinstein_howfar.pdf retrieved 6/4/2014

- 22. See response to Comment 5. There is no request to change the underlying zoning.
- 23. No, CO levels would not exceed EPA levels. See Section 3.1.3.2.
- 24. See Section 3.2 Noise, and Section 3.2.4 Mitigation Measures.
- 25. The extent of the potential shadowing of the three alternatives as compared to existing shadows is discussed in more detail in Section 3.4.
- 26. Your comments on housing are noted.
- 27. The City’s Historic Preservation Officer (HPO) reviewed the preliminary Draft EIS. Future buildings, as they are developed and sited on campus, will be reviewed by the HPO.
- 28. There would be direct pedestrian connections through the campus that don’t require going through buildings, such as along 16th and 18th Avenues.

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Transportation – Public Transportation – It is asserted, with no authority cited, that “*even with the anticipated service cuts and increase in ridership, there is capacity to accommodate additional riders on the Swedish Cherry Hill bus service.*” With pending 17% cuts in service completely eliminating one route serving the campus, this does not seem likely.

Transportation – Traffic Operations – this section notes exceptions from anticipated operation at LOS D, but then does not say if those exceptions would operate better or worse than the LOS D level noted elsewhere. Subsequent sections gloss over intersections that would operate at LOS F and propose no mitigation.

Public Services – Parks & Recreation – it is inaccurate to state “*There would be no effects to parks, other recreation, or open space off-campus.*” Shadows will clearly impact Firehouse Park and the general walkability of the neighborhood.

Public Services – Solid Waste – it is untrue on its face that an anticipated increase in solid waste would have no impact.

Table 1-2 Potential Construction Impacts

Groundwater – it is my understanding that a groundwater map was prepared for the site, possibly in the 1994 MIMP process, and should be included in this EIS and referenced here. There is likely to be significant groundwater under the site, most notably on the east side of 18th Avenue.

Table 1-3 Potential Mitigation Measures

Air Quality – “*No significant air quality impacts have been identified and no mitigation measures are proposed.*” This is absurd. Significantly increased traffic and transit are noted earlier, larger buildings with HVAC systems will be built. To postulate that that will have no significant impact on air quality is **an assertion without supporting facts.**

Noise – this section talks about exhaust vent and loading docks “could be designed...” It should say “should.”

Land use – I cannot fathom how a 256% increase in square footage within the same footprint produces “no significant impact to land use.”

Aesthetics/light, glare and shadows –
“Pedestrian amenities” include things such as a “health walk” that no one has asked for and, to the best of my knowledge, has never been significantly

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29. See Section 3.7.3.2 Transit/Shuttle Services and 3.7.3.3 Transit/Shuttle Services for a detailed description of transit capacity.

30. See Section 3.7.3 in the discussion on Traffic Operations and Appendix C Transportation Technical Report. There is a discussion of each intersection that would potentially degrade. Proposed mitigation measures are described in Section 3.7.4.

31. The text in Table 1-1 has been revised to say there would be no loss of parks, other recreation, or open space off-campus. A sentence has been added to state that depending on the time of day and season, shadows could extend to Firehouse Park.

32. Solid waste planning anticipates a growth in development in Seattle.

33. Discussions were held with the Seattle Public Utilities department and no evidence of groundwater studies or maps have been identified.

34. There are no anticipated emissions that would exceed state or federal air quality standards. See Section 3.1 for a detailed discussion of air quality standards and expected emissions.

36. “Could” has been changed to “should” both on the table and in Section 3.2.4 Mitigation Measures.

36. Institutional uses in Seattle are allowed in residential zones, and institutional use is considered a compatible land use. Height, bulk and scale impacts are considered separately from land use.

37. Your comments on open space are noted.

discussed in a public meeting. It is doubtful that this would get meaningful use by neighbors who can find much more pleasant walks nearby.

“Open space” proposed includes a large, circular driveway at the entrance that should not qualify as such

I do appreciate the suggestion of further mitigation measures in this section, but they should be enforceable measures, including the reduction in heights recommended by neighbors, to a maximum of MIO-105.

Historic Resources – the mitigation listed in this section talks about disruption to street systems and pedestrian movement, failing to mitigate obstruction of the historic 1910 tower.

Transportation – this section fails to note the likelihood that the institution will continue to fail to reach its SOV goals, as it has for more than 20 years. It should also note that the 50% SOV goal appears to be a legal minimum, and that other institutions do much better. That failure produces a cascade of other environmental impacts, including but not limited to, more greenhouse gas emissions.

Table 1-4 Secondary & Cumulative Impacts

Shadows – this section fails to note how shadows will impact areas off campus and needs a more detailed description.

Height, bulk and scale – This description utterly fails to meet any reasonable standard of objectivity by failing to discuss the incongruity of a 240’ building with adjacent LR-3 and SF 5000 development.

Housing – the MIMP proposes incentives to employees on the campus to live in the neighborhood, but this is missing from the impact descriptions. Such incentives would put employees in subsidized competition with area residents and distort the housing market nearby.

Historic Resources – the statement “*Recent trends in economic development in the area indicate that growth in the vicinity could also contribute to the preservation of certain historic resources*” seems incongruous with proposals to partially mask the historic 1910 tower with absurdly tall buildings.

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38. All primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. All proposed changes to the exterior of the original 1910 Providence Hospital building and its connected solarium must be approved by the City Landmark Preservation Board through issuance of a DON Certificate of Approval.

39. See response to Comment 8.

40. See Section 3.4 for a more detailed description of shadow impact. Table 1-4 is intended to be a brief summary.

41. Direct height, bulk and scale impacts of proposed campus buildings with surrounding neighborhood are discussed in Section 3.4 of the EIS.

42. At the time the DEIS was prepared, the housing incentive had not been proposed. It has been added as a potential secondary impact to Table 1-4 and to Section 3.5 of the DEIS.

43. Your comment on historic resources is noted. The historic tower is an example of an historic resource that was renovated and preserved through economic development on the Swedish campus.

Table 1-5 Significant Unavoidable Adverse Impacts

Housing – see comments re: table 1-4

Historic Resources – the statement “*no significant unavoidable impacts are anticipated*” is un-true. Neighbors have repeatedly asked that the sightlines to the historic 1910 tower not be further obstructed, and all except the “no action” alternative obstruct views of the tower.

Section 2 – Description of Alternatives

It should be called out more prominently that, as illustrated in table 2-1, James Tower was severely over-developed. It was approved for three stories with 60,000 sf as a skilled nursing facility, but developed into a six story, 159,858 sf facility = **267% of the approved development.**

This over-development also thwarted the agreement that development on the eastern edge of the campus was supposed to be more transitional, setting up current arguments that more intensive development on the half-block east of 18th avenue is now warranted.

If anything, the environmental impact of over-development under the former MIMP should be further mitigated with even lower levels of development east of James Tower.

Some perspective in this section regarding predictions made in the EIS accompanying the 1994 MIMP might provide some basis on which to make predictions of impacts for the next 20 years.

This section also fails to note the requirement that a new MIMP be started, following the hearing examiner’s determination that a proposal substantially similar to what is being advanced now for the half-block east of 18th avenue was a “major amendment” to the old plan. **This process is not voluntary on the part of the institution.**

2.3.1 Current Campus Master Planning

This section regurgitates what the institution has stated elsewhere, and fails to challenge factual errors and assertions made without supporting facts.

These include:

- Healthcare reform (the Affordable Care Act) purporting to increase hospital use when its stated **policy goal is to reduce hospital use** by moving patients to primary care doctors.
- Discussion of “Swedish, with its advanced treatment facilities located in Downtown Seattle” when **the facility is a long way from downtown Seattle.**

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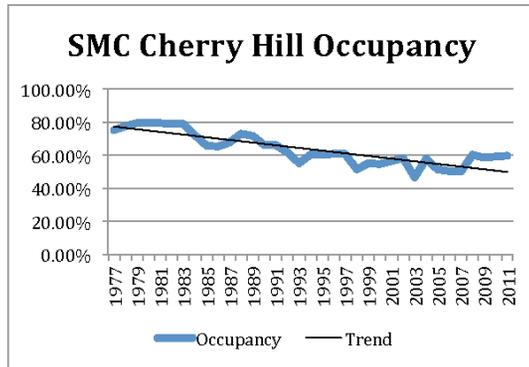
- 44. Your comment is noted. No historic resources would be demolished or altered.
- 45. Your comments on the prior MIMP-approved projects are noted.
- 46. As noted in the introductory paragraph to Section 2.3.1, these statements come from the Swedish Master Plan. Swedish has facilities outside of Cherry Hill. Research facilities are allowed as a functionally integrated use. See response to Comment 3.

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Chart source: <http://www.doh.wa.gov/Portals/1/Documents/5300/HistoricalXLS>

- Research – research facilities **do not fall under the Major Institution Master Plan** law.
- Required facility upgrade – a desire to expand the number of patient beds runs counter to long-term trends that clearly show declining bed use.
- Programmatic needs – the “needs” stated in the MIMP application may or may not materialize, a fact that should be acknowledged in the EIS.
(The “need” anticipated in the 1994 plan did not materialize.



- SMC representatives have admitted they are considering moving some current functions off of the campus and their long-range planning is not complete.
- SMC Cherry Hill occupancy, according to required reports filed with the WA State Department of Health, is trending downward over the last 30 years

Overall, this section regurgitates SMC’s assertions with no analysis of its accuracy or impact.

2.4 Site and site vicinity

The section begins with a mischaracterization – it asserts “some institutional and commercial uses” in the area. True that Seattle University is adjacent to the institution, but the next nearest “institutional” use is Garfield High School five blocks to the east, or the Juvenile Justice Center five blocks to the southwest. Subsequent paragraphs admit as much, but the leading portions are mis-leading.

The area immediately adjacent to the campus to the north, east, and south is primarily single-family with one neighborhood-residential convenience store. The only “offices” adjacent to the periphery belong to Sabey Corporation in the Spencer Technologies building (which they tried to shoehorn into this plan) and an incongruous Dept. of Social and Health Services office in leased space.

47. Your comments concerning the description of the neighborhood are noted. The section begins with: *“Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University’s campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.”*

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2.4.1 Existing Development

The EIS fails to note the over-development of the James Tower building under the previous MIMP. It was supposed to be a “60-bed project” described as a “skilled nursing facility [that] would be two stories (28 feet) and would have approximately 24,000 square feet.”

This over-development, with no mitigation or citizen oversight, should be addressed in the current plan and the transition from the institution to the single-family homes to the east.

The section also fails to note the “Cherry Hill Inn” was supposed to be located elsewhere under the prior plan.

2.5 City of Seattle Permitting

2.5.1 Zoning

Factual inaccuracies here assert that “institutional uses and heights beyond the underlying ... zoning” are allowed. That does not appear true, since there is no valid MIMP under which to develop. And since the prior MIMP is expired, any permissions tied to it would also seem to have expired.

2.5.2 Major Institution Overlay (MIO) Designation

Again, this section asserts an existing MIO that would not seem to exist in the absence of a valid MIMP.

It also asserts some downward slope to the east. It may be technically true, but it is so slight as to be nearly nonexistent.

2.6 Alternatives

While neighbors would welcome lower heights, this section lists the maximum heights being proposed as 200 feet, while other sections of the document list a maximum height proposal of 240 feet. Again, the technical in accuracy calls into question the attentiveness to detail throughout the analysis of the proposals.

Table 2-2

The FAR listed in this table is questionable, since computer server space and other uses are proposed to be exempt from the FAR calculations. There should be few or no exemptions from FAR calculations and this section needs to be technically accurate in the final version.

- 48. Your comments on the prior MIMP-approved projects are noted.
- 49. See response to Comment 17. Even though the MIMP has expired and no additional development can occur without a new MIMP, the MIO height districts still exist.
- 50. See response to Comments 17, 21 and 49.
- 51. Alternative 8 is correctly shown in numerous places in Section 2 as having heights of 240 feet, including in the second bullet under the listing of alternatives and on Table 2-2.
- 52. The proposed exemptions from FAR are consistent with other approved MIMPs. See response to Comment 7 on data servers.

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The table also lists leased office space at 600 Broadway – a fact I cannot recall being shared with the former Standing Advisory Committee, of which I was vice-chair. This is another example of the institution’s lack of cooperation with the neighborhood and illustrates how Swedish is less than forthcoming until forced to be so.

Alternatives 8, 9, and 10, all show “growth” from 196 acute care hospital beds to 385 acute care hospital beds, in spite of the fact that the institution has shown a general downward trend in occupancy over the past 30 years.

And the facility is already licensed for 385 beds, meaning that there will be no analysis under the state’s “certificate of need” process of whether additional hospital beds are actually needed.

2.6.1 Alternative 1 – no build

The EIS here fails to discuss a true “no build” alternative by assuming that it would mean no major institution master plan would be adopted. That does not have to be true – a new MIMP with no expansion could be crafted to allow modernization with the elimination of non-hospital functions from the campus and rearrangement of where functions are located within the existing amount of square footage.

This failure illustrates, again, bad-faith on the part of the institution.

2.6.2 Design Elements Common to All Build Alternatives

With the statement that “*All of the build alternatives (Alternatives 8, 9, and 10) would result in a similar program for Swedish Cherry Hill, and are intended to meet the proponent’s objective,*” and the standing objections from nearly all neighbors voicing opinions, this admission should be the starting point for maximum expansion – meaning, essentially, that **alternative 8 should be immediately eliminated.**

2.6.3 Street Vacation / 2.6.4 Site Access

Immediately following the statement that no streets would be vacated, comes the statement that “access to parking would continue to be provided from a vacated 16th avenue.”

Which is true? They can’t both be true, making this another example of the inaccuracies and inattention to detail that lead many of us to question the entirety of the EIS.

The same conflicting statements appear in section 2.6.4.3, 2.6.4.4, 2.6.5.3, and 2.6.5.4.

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53. Your comment on leased space is noted.

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54. Swedish has a license for 385 beds. As stated in Table 2-2, the existing bed count is approximately 196 beds, and they are proposing to develop the licensed total by the time of full build out of the MIMP. The traffic analysis was performed based on the future bed count.

55. Your comments concerning “no build” are noted. For the purpose of this EIS, “no build” means no new MIMP. The EIS describes that some maintenance activities could be performed under the “no build” alternatives.

56. Your comment on Alternative 8 is noted. The EIS describes the impacts of the alternatives proposed in the Draft Master Plan.

57. This has been corrected in the Final EIS. There is no street vacation proposed.

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2.7 Construction Phasing

It is asserted here that there need be an “empty chair” to build something where some existing functions could be moved from other buildings to avoid having to close and vacate those other buildings and temporarily relocate functions elsewhere.

This may or may not be a false assertion, since no inventory of available space on the campus is provided. The only information available is that at least 4,000 square feet of space is available in Jefferson Tower¹⁶ on the campus.

2.8 Alternatives Considered but Not Advanced

Careful analysis of these alternatives will find very little difference between them and the alternatives still on the table, with the exception of boundary expansion and street vacation.

That the institution and its partners are trying to pound the same 100 pounds of sand into a 30 pound bag across all of the alternatives needs to be articulated.

Section 3 – Environmental Analysis

3.1.3.1 Alt. 1 no build

It cannot be said with certainty that this alternative would not generate increased traffic volumes. There is empty office space, facilities could be built by Sabey or others outside of an MIMP process, and there is existing permission from the state of WA for an additional 189 acute care hospital beds that could be located on the campus, even under this alternative.

As such, the analysis in this entire section is potentially faulty and needs more accurate assessment.

3.1.3.2 Alternatives 8, 9, & 10

Analysis seems to center on 6th and James – an intersection nearly a mile away and on the other side of a hill. This does not analyze the impact on the immediate neighborhood and is inadequate.

¹⁶ <http://sabey.com/jefferson-tower/> showed this availability on 6/14/2014

58. Your comments on the “empty chair” are noted.

59. Your comments concerning alternatives considered but not advanced are noted.

60. In addition to area traffic counts, the traffic volumes take into account the existing square footage, whether empty or not. Swedish has stated that they cannot build out the additional hospital beds within their current facilities.

61. The EPA and Puget Sound Clean Air Agency determine the location of air monitoring stations. The closest monitoring station to the Cherry Hill campus is at 6th Avenue and James Street.

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3.1.4 Mitigation Measures

No significant air quality impacts have been identified because

1. measurement is being made at the wrong point, and
2. faulty assumptions are being used.

This section is therefore deficient.

Greenhouse gas mitigation is listed as “could be” implemented. There should be stronger emphasis on what must be implemented here.

3.1.5 Cumulative Impacts

It strains credulity to assert “incremental increases in traffic emissions likely would be small” when the institution is proposing more than doubling the square footage of the institution.

3.3 Land Use

MIMP Decentralization

The description in this section is faulty – it describes Swedish Medical Center, but fails to note it is wholly controlled by an ownership or partnership (which is not clear) with Providence Hospitals. Providence is an even larger institution with even more facilities throughout the region.

Other

The section contains a rote recitation that regurgitates the institutions assertions, but contains no analysis as to whether those assertions are true, i.e., “Due to the MIMP expiration, Swedish could not develop any further projects identified in the 1994 plan.” While technically true, the institution has stated on numerous occasions that they had no desire to complete any of the projects remaining in the 1994 plan, and instead attempted (and failed) to gain approval for a project that was remarkably similar to what is now being proposed on the east side of 18th avenue.

The EIS fails to acknowledge the proposed change in the nature of parking off of 18th avenue. It is currently institution-only (no customer parking), but would be open to general traffic, increasing its use substantially more than is acknowledged.

And the document continually discusses “impact to the campus” when the major environmental impact is going to be to the surrounding community.

References to “neighborhood commercial uses” are a red herring – there is a single convenience store on a single lot adjacent to the campus, constituting a de minimis

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62. See response to Comment 61. The City of Seattle does not have required direct mitigation for greenhouse gas emissions with the exception of effects of transportation. All of the items listed in Section 3.1.4.2 could have a beneficial effect on the reduction of greenhouse gas emissions. Transportation mitigation measures are described in Section 3.7.

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63. As stated on page 3.1, motor vehicles are the largest source of air emissions, and pollutant levels have declined over the last 2 years. This is largely due to vehicle inspection programs, changes in gasoline, and improvements in combustion design.

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64. Swedish is affiliated with Providence Health & Services in an “accountable care organization (ACO)” According to the Providence website: “*The Providence-Swedish Health Alliance is an ACO made up of physicians, specialists, hospitals, clinics and other health care providers each working cooperatively to provide the best possible care at a lower cost, resulting in better value and a lifetime of good health.*” Swedish is described as a “private, not-for-profit organization founded in 1914 with five hospitals, more than 100 primary care and specialty clinics, two ambulatory care centers and 11,000 employees in Greater Seattle. Providence Health & Services is a Catholic, not-for-profit organization founded by the Sisters of Providence in 1856 with 27 hospitals, 214 physician clinics and almost 53,000 employees across five states”. (<http://www.pshealthalliance.org/providence-and-swedish-finalize-affiliation-agreement-join-forces/>)

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65. Your comments on the prior MIMP-approved projects are noted.

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66. The addition of underground parking on the half-block on the east side of 18th Avenue is described throughout Section 3.3. An example is: “*The open character of the surface parking/underdeveloped land, low level institutional building (St. Joseph’s Baby Corner) and two vacant former single-family houses would be changed to an approximately 3- to 4-story institutional building with an underground parking garage.*” Elsewhere in Section 3.4, the development is characterized as an increase in intensity, height, bulk and scale.

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67. A search was made of Section 3.3 for “impacts to the campus” and the phrase was not found.

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68. Neighborhood commercial uses are identified in two places in Section 3.3. The first is in the description of the “surrounding community” which generally describes an area going over to King County Youth Services on the west. The second place is in the description of uses to the north across Cherry Street. Offices are included in the category of neighborhood commercial uses.

appearance of such use. Enumeration of this without explanation gives a false impression to someone not personally familiar with the site that it is much more wide spread.

Many of the illustrations in the Figures 3.4 series are a stark examples of the inappropriate nature of the proposed development, illustrating how building massive structures immediately adjacent to the existing single family neighborhood is wildly inappropriate. It also shows creation of building canyons appropriate to a commercial or downtown area being plopped into a residential neighborhood.

The historic 1910 tower is designated a landmark, and the draft EIS notes "Mitigation may be required to ... reduce impacts on the character of the landmark's site" but no such mitigation is proposed or significantly discussed in the draft MIMP.

And while the draft EIS contains a lengthy recitation of how historic landmarks are to be treated, there is no specific mention of the designated landmark on the site (1910 tower) or any information about required referrals to the Landmarks Preservation Board or other appropriate city department.

The description of the Squire Park neighborhood says the Squire Park plat is bounded by 12th and 20th avenues, and east Cherry and east Alder streets, then asserts the hospital campus is in a different plat. **This is another of the factual errors that call into question the accuracy of the entire document.**

The recitation of area history omits some significant facts, including racially restrictive covenants, and Seattle University's acquisition of significant portions of Japan Town when residents were put in camps during WWII.

The redevelopment of Yessler Terrace is couched in the euphemism of "enhanced affordable housing" when it is actually turning public housing into a mixed-use development and may be displacing long-term residents.

The assertion that the area "suffered from blight and disinvestment" fails to note the function of government - 1970's "urban renewal" removed a large number of substandard structures, but failed to follow through with redevelopment of the properties. The impetus of the Growth Management Act, forcing development infill instead of sprawling suburbs, pushed developers to build new homes in the neighborhood in recent years - a fact also absent from the analysis.

A more accurate history would show how the neighborhood has struggled to exist and thrive despite decades of institutional encroachment, neglect, and attack.

The transportation analysis is premised on all three build alternatives creating an additional 1.16m sf, although table C-4 in the draft MIMP seems to imply that

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69. Your comments on the visual simulations are noted.

70. The information on required referrals to the City's Historic Preservation Officer is listed on page 3.6-1 of Section 3.6 Historic Resources, and again in Section 3.6.1.2. Mitigation is determined on a project basis and would be done at the time a Master Use Permit application is made for a specific building design. Page 3.6-12 in the second paragraph under 3.6.2.3 Current MIO Boundary, describes that the original 1910 Providence Hospital is a City Landmark. Page 3.6-13 in the center of the page describes that new construction adjacent or across the street from a designated City Landmark will be referred to the Historic Preservation Officer for review, per SMC 25.05.675H2d.

71. The first paragraph in Section 3.6.2.1 states that Swedish Cherry Hill is located within Seattle's Squire Park neighborhood. The second paragraph describes the plats that make up the Squire Park neighborhood, with the neighborhood having been named after the plat that is centrally located within the neighborhood.

72. Your comments on the history of the neighborhood are noted.

73. Existing square footage on the campus is approximately 1.1 million square feet. Alternative 8 would contain a total of 3.1 million square feet, an addition of approximately 1.9 million square feet. Alternatives 11 and 12 would each include the development of a total of 2.75 million square feet, an addition of 1.55 million square feet over existing levels. Traffic volume estimates, level of service calculations, transit ridership, parking demands, and other transportation analysis all are based on the two different total square footages. The traffic analysis was performed for two points in the future, the first being 2023 when the first development was estimated to be completed, and the second for full build out. As described on page 3.7-1: "*Assumptions for the long- and short-term development scenario were provided by the applicant. Development assumed by 2023 is the same for all Build Alternatives (Alternatives 8, 11, and 12), and includes construction of approximately 1.16 million gross SF for a total of approximately 2.3 million gross SF by year 2023.*" The 1.16 million gross square feet is the amount that is estimated to be constructed by 2023 and is considered the "short-term development scenario."

alternative 8 will produce up to 1.9m additional sf., and alternatives 9 & 10 will add up to 1.55m sf., a **faulty premise that makes the analysis worthless.**

Transportation analysis also discusses 8 bus routes within a half-mile, but this is twice what is considered typical walking distance, making it another faulty premise. And the downplaying of the elimination of route #4 by saying pending cuts “will affect” the route is disingenuous (although later text is clearer on this point).

That the draft EIS assumes the institution could meet its 50% SOV goal in by 2023, even in a no-build scenario, is absurd. They have had 20 years to meet the same goal and failed to make any significant movement toward it. Any mention of reduction of reductions in Vehicle Miles Traveled (VMT) is completely absent.

The transportation improvement projects listed in table 3.7-2 include projects such as the trolley that are outside walkable distances, and is factually inaccurate regarding the adopted city bicycle plan for the greenway adjacent to the 23rd avenue corridor.

It also fails to note that the 18th avenue greenway in the bicycle plan requires low traffic volumes, a principal that would be violated with large-scale development atop parking garages on 18th avenue that is proposed in all build alternatives.

The traffic impacts across the alternatives is difficult to assess because of the organization of the draft EIS – no direct comparison is apparent through page 329.

Analysis of campus access for alternative 8 discusses how “the proposal would reduce the number of driveways and associated conflicts between modes.” Factually accurate, but highly misleading. All but two of the driveways are effectively inactive and serve primarily employees and tenant fleet vehicles. The new development would create all-day customer traffic where none now exists.

It is asserted, apparently falsely, that the 18th avenue bicycle greenway could change. It is adopted city law, and no explanation of how that change could occur is included in the draft EIS.

Neither the plan nor the EIS discuss traffic calming options, constituting a failure to exceed any minimum requirements – much as the EIS talks about meeting minimum bicycle and parking requirements but not about how to encourage additional bike use or further discourage SOV use, VMT and neighborhood parking.

And pilot projects/programs to address parking and other traffic management issues do not constitute any commitment to progress.

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74. SDOT considers a bus stop within half-mile to be a potential walking distance. There are 8 King County Metro Transit routes within a half-mile (or 10- to 12-minute) walking distance of Swedish Cherry Hill. King County Metro is currently experiencing a funding shortage and it is anticipated that in late 2014 there would be service cuts and changes to routes 4, 211, 64, and 193 serving the Swedish Cherry Hill campus. The impact of the changes in transit capacity is reflected in the No Build analysis.

75. See response to Comment 8.

76. The City is still in the planning stages for a greenway. The adopted City plan identifies a greenway in this neighborhood, but the exact location has not been finalized until a community review process has been completed.

77. The EIS notes the potential conflict between the existing Major Institution use, parking, loading and existing traffic levels and the potential placement of a greenway on 18th.

78. Your comments on the organization of the EIS are noted. See summary tables in Section 1 for a direct comparison between alternatives.

79. Your comment on driveways and traffic is noted.

80. See response to Comment 76.

81. See response to Comment 8.

82. Your comments are noted.

Overall, it is nearly impossible for someone whose full time employment is not related to land use planning to adequately analyze the EIS. However, since it is based on faulty and unchallenged assumptions, many of which are noted above, it is likely deficient and should likely be rejected in its entirety along with the Major Institution Master Plan.

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Herbaugh, Melinda

From: Chris Cortes <cc.cortes@gmail.com>
Sent: Monday, June 16, 2014 10:23 PM
To: PRC
Subject: Stop Swedish/Sabey from ruining my neighborhood

Hello,

I would like to comment on Swedish/Sabey's proposal to build 240 foot tall buildings in a residential area. I am opposed to the size of a project like this when the surrounding building elevations are barely half that size.

I am specifically talking about Project 3012953 at 500 17th Ave.

Chris

Cortes, Chris

1. Your comments concerning the 240-foot build height are noted.

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Peli, Michael

From: Joanna Cullen <jfoxcullen@gmail.com>
Sent: Wednesday, June 18, 2014 1:02 AM
To: PRC
Subject: Project 3012953, DEIS comments

Please include the project number (3012953), project address (500 17th Avenue), and a return address with your comment. All comments will be posted to our electronic library.

Vitality and livability of neighborhood:

The proposed expansion threatens both as a result of increased traffic loads on the major arterials, increased parking demands, and increased building heights incompatible with the character of the neighborhood, all documented in the DEIS. A serious issue for the neighborhood is housing affordability and access. We encourage alternative modes of transportation. The expansion proposal to 3 million square feet of primarily medical office buildings will bring many more single occupancy vehicles to the neighborhood as daily commuters since no provision for housing or increased mass transit is included as mitigation for their expansion. Commuting workers are unlikely to contribute to the neighborhood economically and will not be participate as part of the social fabric since they will come to the facility for their shift and leave when work is over. Of particular concern is the n the proposal to build 200 foot tall structures that will dwarf the adjacent neighborhood and cast shadows that will totally eliminate sunlight during parts of the year for neighbors north of Swedish. The DEIS mistakenly characterizes the area as low-rise multi-family structures when it is really low-rise single family residences. We also note that the DEIS alludes to the potential re-zoning of both E. Cherry and E. Jefferson between the Swedish Center and 12th Avenue for commercial and retail uses.

This is patently inconsistent with the policy of the City of Seattle which designates 12th Avenue as the spine of the 12th Avenue Urban Village as a prime commercial corridor. Substantially increased traffic associated with the proposed expansion will make the existing congestion on Cherry/James (especially as it connects with I-5) significantly worse and four additional intersections in the neighborhood will operate at Level of Service "F" (extreme stop-and-go congestion) during PM peak hours. The DEIS proposes no mitigation for these impacts. Furthermore, the DEIS does not consider the cumulative traffic impacts associated with growth on the Settle University Campus, the plans for the new King County Juvenile Detention Center, and continuing growth in the area.

Finally, the DEIS does not analyze the impact of storm water run-off from increased impermeable surfaces which is of considerable concern given existing ground water problems adjacent to the Center. Consequently, rather than adding to the vitality and livability of the neighborhood, the proposed expansion will significantly degrade the environment.

Other very important history and facts:

Re: Swedish Medical Center Major Institution Master Plan

As the Citizens Advisory Committee and DPD deliberate and make recommendations on the the proposed Major Institution Master Plan for Swedish and Sabey, it is crucial that the CAC and DPD consistently look to the standard by which the institution's proposals are to be judged --- the Land Use Code sections setting forth the "purpose and intent" of the Major Institution Master Plan process:

SMC 23.69.002:

The purpose of this chapter is to regulate Seattle's major educational and medical institutions in order to:

A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;

Cullen, Joanna

1. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: *“Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University’s campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.”* The reference to the potential for an increased future demand for more intensive zoning along E Jefferson and E Cherry Streets is found in the Land Use Section 3.3.6 Secondary and Cumulative Impacts. It was included as an acknowledgment of potential future effect of the proposed MIMP.

2. The DEIS included an evaluation of the potential traffic related impacts assuming a 50 percent SOV rate for traffic associated with the Swedish campus. A comprehensive TMP program was identified in the Master Plan and evaluated within the DEIS. The documents identified program elements proposed as well as those that are currently being tested through pilot programs.

The Final EIS presents a sensitivity analysis (see Section 3.7.4.4) for lower SOV rate (38 percent). This sensitivity analysis included a review of vehicle and parking related impacts associated with the proposed expansion assuming a lower SOV rate. The results of this analysis showed a decreased impact on congested corridors such as Cherry Street/James Street with respect to improved travel times and overall decreases in average intersection delay.

Future growth in traffic associated with Seattle University, King County Juvenile Detention Center as well as other areas projects that would increase traffic in the study area were included in the traffic volume forecasts (see the Traffic Volume discussion in Section 3.7.3.1).

3. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.

4. Your comments on the purpose of the MIMP process are noted. The Master Plan

B. Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods;

The request by Swedish and Sabey in this MIMP process is that they be allowed to develop, by 2040, up to 2,753,000 square feet. Although the proposed MIMP does not directly state this, there's an implication that the proposal for 2,753,000 square feet would include substantial non-Swedish uses, as is currently the case on the campus.

The issue is not whether or Swedish and Sabey might be able to use 2.7 million square feet of space to satisfy their future needs. Rather, the issue is this: Is it possible that developments amounting to such a large number of square feet and with the kinds of intense uses contemplated by Swedish and Sabey can be put into a residential neighborhood (and to a significant degree, a single-family-home residential neighborhood) while also protecting the livability and vitality of adjacent neighborhoods, as the Land Use Code requires?

Or, on the other hand, is it necessary, in order to "minimize the adverse impacts associated with institutional growth" to require Swedish and Sabey to provide for some of their future needs in locations other than the 17th and Jefferson campus?

The document submitted to the CAC that is entitled "MIMP Space Needs Analysis" (but which is really a "Space Desires Argument") suggests a few places to begin. In contrast to the earlier assertions of space "needs", the most recent alternative has some measurable reduction in the amount of square feet. Now even Swedish seems to be admitting that there are several other (unnamed) non-campus locations where different components of future growth could be located.

It is the job of the Environmental Impact Statement to delve further into the Swedish proposals and to analyze *real* alternatives that would include future campus size alternatives that are meaningfully different in their impact on the neighborhood. Swedish Medical Center has three other hospitals and over twenty clinics in King County. The combined Providence Health and Services and Swedish Medical Center, according to their publicity, is one of the largest health care delivery systems in the country. On Seattle Housing Authority property quite nearby, in an urban village, tens of thousands of square feet of office space are proposed to be developed in the next twenty years. It stretches credulity to suggest that the Central Area campus is the only suitable place for *all* of the additional 2 million plus square feet that Swedish (now Providence) might want in the next twenty years.

In 2002, when the administration of Swedish determined that it would not need all of its Central Area campus, it sold about half of the campus to Sabey. In the words of the Swedish spokesman, the downsizing of the Swedish campus was a "right-sizing". (see "Seattle Times" article noted below)

The Sabey Corporation intended to develop a large biotech research hub on the land it acquired. However, that vision was not realized and Sabey was compelled to find other tenants for its space, ultimately choosing Laboratory Corporation, Seattle University School of Nursing, Accium Biosciences, and the Northwest Kidney Center, among others. (see article by Sabey Corporation spokesperson published by DJC.com noted below)

Now, a decade after selling half of its campus, and after Sabey's having brought in other uses which could exist in any number of locations other than on this campus, Swedish is asking for permission for a vast increase in the scope and scale of development on the Central Area campus. Apparently, its expansion plans for the next twenty years do not include any reclaiming of the property it sold to Sabey. Rather, the full impact of future development would be visited on the residential neighborhood.

That would be contrary to the intent of the Major Institution Master Plan provisions of the Seattle Land Use Code.

In applying the meaning of the Land Use Code to this case, a decision of the City of Seattle Hearing Examiner in the case of the Major Institution Master Plan proposed by Seattle Children's Hospital is particularly applicable. ("Findings and Recommendation of the Hearing Examiner, H.E. File CF 30884, August 11, 2009.)

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acknowledges (page 2) that: "*in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...*" Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

5. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center. As noted in the City Council's approval of the Seattle Children's MIMP (Ordinance 123263) Conclusion 28: "*The City's Land Use Code (SMC Title 23) and substantive SEPA Policies (SMC 25.05) authorize reference to the City's Comprehensive Plan as a basis for review of a proposed MIMP only with respect to specific Comprehensive Plan policies identified in these ordinances, neither of which include policies related to the "urban village" strategy described in that plan. Therefore the Council lacks authority to consider these policies as a basis for its decision whether to approve the proposed MIMP.*"

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In that case the Hearing Examiner stated, that "balancing the needs of an institution to change with the need to protect the livability and vitality of adjacent neighborhoods requires an appreciation of the context for the balancing." In that regard, the Hearing Examiner stated:

The City's urban village strategy, adopted as part of the Comprehensive Plan (Plan) is a "comprehensive approach to planning for a sustainable future" that is "intended to maximize the benefit of public investment in infrastructure and services". It "tries to match growth to the existing and intended character of the city's neighborhoods." Plan at 1.2-1.3. Most residential and job growth is to be directed to urban centers and villages. Areas outside urban villages are to accommodate modest amounts of growth in less dense development patterns. Plan at 1.3., 1.22.

Once a small hospital, Children's has grown into a regional medical center that has gradually expanded on its main campus and to other facilities within the area, in addition to maintaining a presence in other parts of the City and in neighboring cities. ...

Children's was part of the Laurelhurst neighborhood when the Council designated urban centers and urban villages during the comprehensive plan process in the 1990s. Yet the Laurelhurst area was not designated as an urban center or village.

It is apparent from the RFEIS' Land Use section that Children's expansion under the proposed MIP is inconsistent with the City's urban village strategy. Although major institutions are permitted outside urban villages/center, Children's seeks heights that exceed those of any other major institution located outside urban village or center. (citing Exhibits). The significant, unmitigated traffic, and height, bulk and scale impacts associated with Children's proposed expansion result largely from the fact that the MIMP proposes development outside an urban village at an intensity that is designed for development within an urban village. Children's is asking that the proverbial "square peg" be forced into a "round hole", but it does not fit." Page 20, Hearing Examiner's Decision.

The words of the Hearing Examiner could easily be applied to Swedish and the Central Area. This, like Laurelhurst, is not an urban village or center. Rather it is a residential area which, according to the Comprehensive Plan adopted by the City Council, is to be an area of less intense development. Here, residential uses are to be encouraged and supported, not marginalized. In other words, the neighborhood is to be maintained as a vital residential neighborhood now and into the future, unless and until the Comprehensive Plan changes.

If, over the next twenty years or so, there is to be some expansion of current Swedish Medical Center uses, the scope and scale of that expansion must be consistent with adopted City policy. Most of the great height, bulk, scale, and greater employment and patient population, along with greater traffic intensity, that Swedish proposes be located in this residential neighborhood, are required by City policy to be located in urban villages or urban centers. There is no reason to believe that Swedish and Providence, as well as Sabey, cannot find perfectly suitable locations for many of their future needs in more appropriate locations in urban villages or urban centers.

1. "Swedish to sell Landmark Old Providence Hospital to become biotech research center", J. Martin McOmber, "Seattle Times" 8/8/2002 <http://community.seattletimes.nwsourc.com/archive/?date=20020808&slug=swedish08>

2. "Build it Right and They Will Come: A few essentials for a biotech makeover", Marcelo Garces of the Sabey Corporation in the Daily Journal of Commerce, 3/3/2005

<http://www.djc.com/news/co/11166007.html>

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Joanna Cullen
206-329-8514
jfoxcullen@gmail.com

PRC

From: Joanna Cullen <jfoxcullen@gmail.com>
Sent: Saturday, June 28, 2014 11:56 AM
To: Haines, Stephanie; Sheppard, Steve; Katie Porter; PRC
Subject: Re: Project number: 3012953 Swedish/Sabey MIMP comment

On Sat, Jun 28, 2014 at 11:28 AM, Joanna Cullen <jfoxcullen@gmail.com> wrote:
Project number: 3012953

Now, a decade after selling half of its campus, and after Sabey's having brought in other uses which could exist in any number of locations other than on this campus, Swedish is asking for permission for a vast increase in the scope and scale of development on the Central Area campus. Apparently, its expansion plans for the next twenty years do not include any reclaiming of the property it sold to Sabey. Rather, the full impact of future development would be visited on the residential neighborhood.

The push that negatively impacts the immediate residences that neighborhood will result in a domino effect if it is allowed to move forward with the proposed increases in the bulk and scale of the institution in our midst and will become more of an undesirable monolith in our midst with added unmitigated traffic. This area is not an Urban Center or Urban Village and is not slated to contain the infrastructure necessary for the amount of traffic that will be produced. Each MIMP continues to have some negative impact well into the future as the institution pushes east. It is time to act to preserve the neighborhood feeling of the area for area residences. The MIMP is even more alarming especially since Swedish itself has not and does not need property that it has allowed Sabey to develop on its campus.

Just one small example of how over time one change forever negatively impacts the neighborhood. Swedish before Sabey was involved was allowed to vacate 17th Avenue at E. Cherry and designed a walk way between E. Jefferson (where the main bus stops are for those who live in the E. Cherry area) and E. Cherry. This to some degree works until 9:00 PM at night when the gates close. It seems to suggest a curfew for residents. Evening and night are two of the most important times for a transit ride to have an efficient, safe path between transit stops and home or work. Joanna Cullen, 975 21st Avenue, Seattle, WA

Below is the longer version and further documentation and comments that I have heard in the community:
Vitality and livability of neighborhood:

The proposed expansion threatens both as a result of increased traffic loads on the major arterials, increased parking demands, and increased building heights incompatible with the character of the neighborhood, all documented in the DEIS. A serious issue for the neighborhood is housing affordability and access. We encourage alternative modes of transportation. The expansion proposal to 3 million square feet of primarily medical office buildings will bring many more single occupancy vehicles to the neighborhood as daily commuters since no provision for housing or increased mass transit is included as mitigation for their expansion. Commuting workers are unlikely to contribute to the neighborhood economically and will not be participate as part of the social fabric since they will come to the facility for their shift and leave when work is over. Of particular concern is the n the proposal to build 200 foot tall structures that will dwarf the adjacent neighborhood and cast shadows that will totally eliminate sunlight during parts of the year for neighbors north of Swedish. The DEIS mistakenly characterizes the area as low-rise multi-family structures when it is really low-rise single family residences. We also note that the DEIS alludes to the potential re-zoning of both E. Cherry and E. Jefferson between the Swedish Center and 12th Avenue for commercial and retail uses.

Cullen, Joanna

1. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
2. See response to Comment 1.
3. The Master Plan includes the provision of pedestrian pathways across campus. Those pathways would be lit and designed with security of pedestrians in mind.
4. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: *“Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University’s campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.”* The reference to the potential for an increased future demand for more intensive zoning along E Jefferson and E Cherry Streets is found in the Land Use Section 3.3.6 Secondary and Cumulative Impacts. It was included as an acknowledgment of potential future effect of the proposed MIMP.

This is patently inconsistent with the policy of the City of Seattle which designates 12th Avenue as the spine of the 12th Avenue Urban Village as a prime commercial corridor. Substantially increased traffic associated with the proposed expansion will make the existing congestion on Cherry/James (especially as it connects with I-5) significantly worse and four additional intersections in the neighborhood will operate at Level of Service "F" (extreme stop-and-go congestion) during PM peak hours. The DEIS proposes no mitigation for these impacts. Furthermore, the DEIS does not consider the cumulative traffic impacts associated with growth on the Seattle University Campus, the plans for the new King County Juvenile Detention Center, and continuing growth in the area.

Finally, the DEIS does not analyze the impact of storm water run-off from increased impermeable surfaces which is of considerable concern given existing ground water problems adjacent to the Center. Consequently, rather than adding to the vitality and livability of the neighborhood, the proposed expansion will significantly degrade the environment.

Other very important history and facts:

Re: Swedish Medical Center Major Institution Master Plan

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A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;

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The request by Swedish and Sabey in this MIMP process is that they be allowed to develop, by 2040, up to 2,763,000 square feet. Although the proposed MIMP does not directly state this, there is an implication that the proposal for 2,753,000 square feet would include substantial non-Swedish uses, as is currently the case on the campus.

The issue is not whether or Swedish and Sabey might be able to use 2.7 million square feet of space to satisfy their future needs. Rather, the issue is this: Is it possible that developments amounting to such a large number of square feet and with the kinds of intense uses contemplated by Swedish and Sabey can be put into a residential neighborhood (and to a significant degree, a single-family-home residential neighborhood) while also protecting the livability and vitality of adjacent neighborhoods, as the Land Use Code requires?

Or, on the other hand, is it necessary, in order to "minimize the adverse impacts associated with institutional growth" to require Swedish and Sabey to provide for some of their future needs in locations other than the 17th and Jefferson campus?

The document submitted to the CAC that is entitled "MIMP Space Needs Analysis" (but which is really a "Space Desires Argument") suggests a few places to begin. In contrast to the earlier assertions of space "needs", the most recent alternative has some measurable reduction in the amount of square feet. Now even Swedish seems to be admitting that there are several other (unnamed) non-campus locations where different components of future growth could be located.

It is the job of the Environmental Impact Statement to delve further into the Swedish proposals and to analyze real alternatives that would include future campus size alternatives that are meaningfully different in their impact on the neighborhood. Swedish Medical Center has three other hospitals and over twenty clinics in King County. The combined Providence Health and Services and Swedish Medical Center, according to their publicity, is one of the largest health care delivery systems in the country. On Seattle Housing Authority property quite nearby, in an urban village, tens of thousands of square feet of office space are proposed to be developed in the next twenty years. It stretches credulity

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5. The DEIS included an evaluation of the potential traffic related impacts assuming a 50 percent SOV rate for traffic associated with the Swedish campus. A comprehensive TMP program was identified in the Master Plan and evaluated within the DEIS. The documents identified program elements proposed as well as those that are currently being tested through pilot programs.

The Final EIS presents a sensitivity analysis (see Section 3.7.4.4) for lower SOV rate (38 percent). This sensitivity analysis included a review of vehicle and parking related impacts associated with the proposed expansion assuming a lower SOV rate. The results of this analysis showed a decreased impact on congested corridors such as Cherry Street/James Street with respect to improved travel times and overall decreases in average intersection delay.

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7. Your comments on the purpose of the MIMP process are noted. The Master Plan acknowledges (page 2) that: "*in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...*" Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

to suggest that the Central Area campus is the only suitable place for all of the additional 2 million plus square feet that Swedish (now Providence) might want in the next twenty years.

In 2002, when the administration of Swedish determined that it would not need all of its Central Area campus, it sold about half of the campus to Sabey. In the words of the Swedish spokesman, the downsizing of the Swedish campus was a "right-sizing". (see "Seattle Times" article noted below)

The Sabey Corporation intended to develop a large biotech research hub on the land it acquired. However, that vision was not realized and Sabey was compelled to find other tenants for its space, ultimately choosing Laboratory Corporation, Seattle University School of Nursing, Accium Biosciences, and the Northwest Kidney Center, among others. (see article by Sabey Corporation spokesperson published by DuC.com noted below)

Now, a decade after selling half of its campus, and after Sabey's having brought in other uses which could exist in any number of locations other than on this campus, Swedish is asking for permission for a vast increase in the scope and scale of development on the Central Area campus. Apparently, its expansion plans for the next twenty years do not include any reclaiming of the property it sold to Sabey. Rather, the full impact of future development would be visited on the residential neighborhood.

That would be contrary to the intent of the Major Institution Master Plan provisions of the Seattle Land Use Code.

In applying the meaning of the Land Use Code to this case, a decision of the City of Seattle Hearing Examiner in the case of the Major Institution Master Plan proposed by Seattle Children's Hospital is particularly applicable. ("Findings and Recommendation of the Hearing Examiner, H.E. File CF 30884, August 11, 2009.)

In that case the Hearing Examiner stated, that "balancing the needs of an institution to change with the need to protect the livability and vitality of adjacent neighborhoods requires an appreciation of the context for the balancing." In that regard, the Hearing Examiner stated:

The City's urban village strategy, adopted as part of the Comprehensive Plan (Plan) is a "comprehensive approach to planning for a sustainable future" that is "intended to maximize the benefit of public investment in infrastructure and services". It "tries to match growth to the existing and intended character of the city's neighborhoods." Plan at 1.2-1.3. Most residential and job growth is to be directed to urban centers and villages. Areas outside urban villages are to accommodate modest amounts of growth in less dense development patterns. Plan at 1.3., 1.22.

Once a small hospital, Children's has grown into a regional medical center that has gradually expanded on its main campus and to other facilities within the area, in addition to maintaining a presence in other parts of the City and in neighboring cities. ...

Children's was part of the Laurelhurst neighborhood when the Council designated urban centers and urban villages during the comprehensive plan process in the 1990s. Yet the Laurelhurst area was not designated as an urban center or village.

It is apparent from the RFEIS' Land Use section that Children's expansion under the proposed MIP is inconsistent with the City's urban village strategy. Although major institutions are permitted outside urban villages/center, Children's seeks heights that exceed those of any other major institution located outside urban village or center. (citing Exhibits). The significant, unmitigated traffic, and height, bulk and scale impacts associated with Children's proposed expansion result largely from the fact that the MIMP proposes development outside an urban village at an intensity that is designed for development within an urban village. Children's is asking that the proverbial "square peg" be forced into a "round hole", but it does not fit." Page 20, Hearing Examiner's Decision.

The words of the Hearing Examiner could easily be applied to Swedish and the Central Area. This, like Laurelhurst, is not an urban village or center. Rather it is a residential area which, according to the Comprehensive Plan adopted by the City Council, is to be an area of less intense development. Here, residential uses are to be encouraged and supported,

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8. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center. As noted in the City Council's approval of the Seattle Children's MIMP (Ordinance 123263) Conclusion 28: *"The City's Land Use Code (SMC Title 23) and substantive SEPA Policies (SMC 25.05) authorize reference to the City's Comprehensive Plan as a basis for review of a proposed MIMP only with respect to specific Comprehensive Plan policies identified in these ordinances, neither of which include policies related to the "urban village" strategy described in that plan. Therefore the Council lacks authority to consider these policies as a basis for its decision whether to approve the proposed MIMP."*

not marginalized. In other words, the neighborhood is to be maintained as a vital residential neighborhood now and into the future, unless and until the Comprehensive Plan changes.

If, over the next twenty years or so, there is to be some expansion of current Swedish Medical Center uses, the scope and scale of that expansion must be consistent with adopted City policy. Most of the great height, bulk, scale, and greater employment and patient population, along with greater traffic intensity, that Swedish proposes be located in this residential neighborhood, are required by City policy to be located in urban villages or urban centers. There is no reason to believe that Swedish and Providence, as well as Sabey, cannot find perfectly suitable locations for many of their future needs in more appropriate locations in urban villages or urban centers.

1. "Swedish to sell Landmark Old Providence Hospital to become biotech research center", J. Martin McOmber, "Seattle Times" 8/8/2002 <http://community.seattletimes.nwsource.com/archive/?date=20020808&slug=swedish08>

2. "Build It Right and They Will Come: A few essentials for a biotech makeover", Marcelo Garces of the Sabey Corporation in the Daily Journal of Commerce, 3/3/2005

<http://www.djc.com/news/cq/11168007.html>

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jfoxcullen@gmail.com

Peli, Michael

From: Mary Pat DiLeva <catlady1@q.com>
Sent: Tuesday, July 01, 2014 10:19 PM
To: PRC
Subject: Project Number 3012953 / Swedish Medical Center Cherry Hill Campus Master Plan
Attachments: Comment Letter 7-1-14.docx

July 1, 2014

Department of Planning and Development Also VIA EMAIL TO: prc@seattle.gov
Attn: Public Resource Center
700 5th Avenue, Suite 2000
P. O. Box 34019
Seattle, WA 98104-4019

RE: Project Number 3012953 / Swedish Medical Center Cherry Hill Campus Master Plan
Draft Environmental Impact Statement (DEIS) and Draft Major Institution Maser Plan Comments (MIMP)

To Whom It May Concern:

My comments on the subject DEIS and draft MIMP are as follows:

The plan appears to be based on faulty premises, including but not limited to:

- That the campus is located in an area designated and appropriate for major institutions, and not a neighborhood. The documents indicate the campus is located on First Hill, which is appropriate and designated for major institutions. The campus is actually located in the Cherry Hill/Squire Park single family neighborhoods of the Central Area;
- That the central plaza is considered open space and that existing open space does not count as open space today;
- That the heights proposed are compatible with the residential neighborhood;
- That the transportation management plan is adequate, and that there is adequate public transportation, ignoring proposed transit cuts and the long distance to the trolley line;
- That the setbacks are adequate to mitigate the height;
- Rezoning the underlying zoning will make the structures automatically transitional;
- The proposed development along 18th Ave is compatible with the 1994 MIMP;
- Swedish-requested exemptions are “consistent with other MIMPs”;
- Swedish/Sabey is providing desirable neighborhood amenities;
- Seattle Pacific University provides utilities to the Central Area.

The draft EIS does not adequately address the shadowing impacts from buildings as high as those proposed. The impacts on neighbors’ ability to install solar panels on their roofs needs to be examined along with impacts on neighbors who already have installed solar panels. There are very real financial and environmental concerns that need to be studied

DiLeva, Mary Pat

1. The first paragraph in Section 3.6.2.1 states that Swedish Cherry Hill is located within Seattle’s Squire Park neighborhood.
2. Proposed open space varies by Alternative and is shown on figures in Section B of the Master Plan.
3. An analysis of compatibility of the proposed heights will be part of the Director’s Report.
4. It is acknowledged in the EIS that Swedish is not meeting their current TMP goal of 50%. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. Availability of transit and the distance to the First Hill Street Car are described.
5. An analysis of the adequacy of the setbacks will be part of the Director’s Report.
6. There is no proposal to change the underlying zoning from SF5000 and LR3.
7. The 1994 MIMP has expired.
8. The requested exemptions from floor area are consistent with exemptions allowed by the City Council in other MIMPs.
9. The desirability of neighborhood amenities is under discussion with the CAC.
10. “SPU” was correctly spelled out in Section 3.8 Public Services and Utilities as “Seattle Public Utilities (SPU)”. It was an error in the summary table in Section 1 and has been corrected.
11. The City’s SEPA policy is to minimize or prevent light blockage and the creation of shadows on open spaces most used by the public. These areas include publicly owned parks, public school yards, private schools which allow public use of their schoolyards during non-school hours, and publicly owned street ends in shoreline areas, Swedish has proposed to locate higher buildings towards the center of campus away from the perimeters.

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Anyone who has walked downtown where there are many buildings of the proposed heights knows that they create wind tunnels. The wind impact on our neighborhood needs to be studied. Wind tunnels in the midst of even a modest wind storm could create a great deal of damage. Trees and tree limbs can come down; roof tiles can blow away and fences can blow down to mention just a few of the possibilities that need to be studied in the EIS.

The proposed bulk, scale, height, density, and intensity of the alternatives are incompatible with the residential neighborhood and fail to mitigate the overwhelming number of negative impacts. Unsubstantiated calculations used for FAR and open space result in overstated benefits caused by the MIMP and understatement of actual FAR. The underlying zoning lot coverage must not be increased from 35% to 76%. Proposed setbacks including those along 18th Ave and 15th Ave don't provide enough transition to the single family neighborhood surrounding the campus. Self-imposed restrictions on non-Swedish/Sabey-owned properties should not be allowed. Uncapped exemption for server space should not be included in the MIMP. James Tower is a landmark of the neighborhood. Views of the tower from the Jose P Rizal Bridge should be considered, as well as from other walking spots in the neighborhood. Exemptions from the City Code required number of loading berths should not be allowed. Noise from all loading berths must be mitigated. The 1994 MIMP allowed Swedish/Sabey to reduce its current 14% open space to 10%. Between 1994 and 2014, Swedish/Sabey continued to reduce its required open space to 5.35% in violation of its 1994 MIMP and City Code. The Health Walk is not a neighborhood amenity. Neighborhood residents prefer walks along the residential streets rather than campus routes. Pocket parks and the existing bench at the new 17th Avenue pedestrian entrance are not neighborhood amenities. Swedish Medical Center is already responsible for the condition of the sidewalks adjacent to its property; bringing sidewalks up to current standards is not a neighborhood amenity.

The documents fail to acknowledge that the current campus is poorly served by public transportation. One of the existing bus routes is proposed for elimination. The trolley car is a 15-20 minute walk away from the campus (but across the street from the First Hill Swedish Hospital). To make matters worse Swedish/Sabey's TMP is the weakest proposed plan of any MIMP; Swedish is proposing to retain the SOV 50% goal from the 1994 Plan. Swedish Cherry Hill is the only major institution that has failed to meet their previous SOV target. Only public transportation access within 0.25 mile walking radius should be considered for the TMP and RPZ subsidies cannot be redirected into other neighborhood transportation funding sources. They acknowledge that the proposal will create near gridlock in our neighborhood. The impacts of the increased vehicle traffic and associated noise and pollution need to be reviewed and substantially addressed in the review. And transportation management must be enforceable, given the institution's failures.

The face of the document includes Sabey Corporation as a listed partner in the development of the MIMP application. This highlights a major failing of the MIMP ordinance in that the ordinance does not contemplate a for-profit motive be included in the process. Under the public policy established in the Major Institution Master Plan ordinance, the plan is supposed to be exclusively for the hospital/medical center and its mission and goals –it should not be crafted for the benefit of a for-profit developer and its profit-driven motives. The proposed height, bulk and scale of the plan is wildly incongruous with the neighborhood. The proposal to change underlying zoning should be denied – it is unnecessary except to allow other development inconsistent with the MIMP. One of Sabey's primary business lines is hosting server farms. The proposal exempts data servers from the FAR. Data server farms require backup generation. The impacts of that potential use are not analyzed in the DEIS. This omission needs to be addressed. No data server capacity in excess of that which can be specifically justified by the direct hospital use should be allowed. It should count in the FAR and it should be below grade. No accommodation should be made to allow computer server space in addition to all other development – something seeming to give Sabey Corporation a free pass to locate a key part of their business on the campus.

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12. The underlying zoning of the center block of the campus and the north half of the east block is lowrise 3 (LR3). The underlying zoning of the south half of the east block and the half-block on the east side of 18th Avenue is single-family SF-5000. There are no minimum lot coverage requirements for LR3; lot coverage is LR3 is controlled by setbacks and building separations. Loading berths will be determined on a building-by-building basis to ensure that the loading areas are adequate.
13. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops. The EIS also acknowledges that Swedish is not meeting the SOV goal of 50%. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
14. SMC 23.69.008 Permitted uses allows for “*All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.*” While it is typical of any organization or business that uses computers to have a data server, there is no proposal to install a “server farm”. Data centers are considered an Office Use in the Land Use Code and would not be exempt from FAR calculations.

The proposed setbacks are far too inadequate to provide a reasonable transition to the existing single family neighborhood that surrounds the Swedish Cherry Hill campus. Transitions need to be meaningful and provide minimal visual impact between the near neighbors and the institution.

These issues combine to result in a plan that is unrealistic for this community and that will be detrimental to the overall neighborhood, if approved. Swedish has never been an honest partner with the neighborhood. They've never achieved the goals under the transportation management plan and they built the James Tower outside the previously agreed upon parameters. Bad behavior and failures like these should not be rewarded. The DEIS and the MIMP should be rejected outright. The DEIS fails in every measure to evaluate adequately or objectively the impacts and the MIMP represents the most egregious proposal that doesn't even acknowledge that it is in a residential neighborhood much less balance the needs of the institution with those of the neighborhood.

Sincerely,

Mary Pat DiLeva
712 15th Avenue

You've got to judge a country by whether its needs are met, and not just by whether some people make a profit. I've never met Mr. Dow Jones, and I'm sure he works very, very hard with his averages—we get them every hour—but I don't think the happiness of a nation is decided by the share values in Wall Street. Tony Benn

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15. Your comments on setbacks are noted.

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16. Your comments on the DEIS and Master Plan are noted.

Peli, Michael

From: Me <edmondson2000@yahoo.com>
Sent: Tuesday, July 01, 2014 11:12 PM
To: PRC
Subject: MUP 3012953

To Whom It May Concern,

I am writing in regard to the Master Use Permit for 500 17th Ave, the Providence Swedish Cherry Hill campus. I live on and manage a HOA on an adjacent block to this business and have some concerns about the proposed expansion and it's impact on public safety and liveability in this primarily single-family home neighborhood.

1. We have a severe shortage of cross walks in the area. When massive construction vehicles begin this project, pedestrians will be increasingly at risk.
2. The area streets are already busy. Some of this is driven by hospital employees and patients seeking free parking in our neighborhood. A larger business will lead to more cars in the area. See concern #1 above.
3. The current campus has only recently begun welcoming foot traffic through the 17th Ave corridor. For many years the doors were locked and path gated. What will happen when this project is approved? Will the gate go back up?
4. This neighborhood needs user friendly spaces lining our streets not the sheer brick walls that have been a hallmark of the current campus.
5. As we give up peace and quiet, what will this increasingly huge neighbor be offering the surrounding community? Will there be green spaces?

We need a good neighbor, interested in the entire community and not just their business needs.

Mark Edmondson
1705 E Columbia Street
Seattle

Department of Planning and Development
Attn: Public Resource Center
[700 5th Avenue, Suite 2000](#)
[P.O. Box 34019](#)
[Seattle, WA 98124-4016](#)

Ref. Master Use Permit No. [3012953](#)
Project Address: [500 17th Avenue](#)

Edmondson, Mark

1. Limited modifications to onsite pedestrian circulation or parking could occur during construction. Any street or sidewalk closure would be regulated and permitted through the SDOT. Short-term transportation impacts would be negligible to minor.
2. Off street parking in surrounding neighborhoods is addressed in the proposed TMP in section 3.7.4.1 of the Draft EIS.
3. The proposed Master Plan includes pedestrian circulation pathways across the campus.
4. The MIMP includes bicycle, pedestrian, and transit enhancements along the campus frontages and internal to the site. Improvements include a “health walk” around the Cherry Hill campus along 15th Avenue, E Cherry Street, 18th Avenue, and E Jefferson Street, a direct pedestrian connection through the campus connecting 17th Avenue between E Cherry and Jefferson Streets, improvements to 18th Avenue along the frontage consistent with the City’s greenway standards, and enhancements to the pedestrian environment along the E Cherry Street frontage.
5. Each of the Alternatives includes a proposal for open space.

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Leilani Farr
11159 Luther Ave S.
Seattle, WA 98178

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Good Evening everyone I am Leilani Farr
a staffing coordinator and member of the SEU union
I have been an employee of Providence for
25+ years have lived in this community. Sent
my children to school in this community
as well as received my families personal
healthcare on this very campus Cherry Hill.

~~Providence~~ I am asking Providence to sign
this Good Neighbor contract because I
believe it is the just and right thing
to show this community that we as a
health care facility are willing to invest
in the area we are looking to expand in.

This community played a big role in my
daughters lives. They are currently in
high school but attended K-5 at Thurgood
Marshall located down the hill on MLK way
Thurgood Marshall is a school that every
time we pass by the say "we miss
that school and want to go and visit"
(They talk about fond memories)

Farr, Leilani

1. Your comments about working and using Swedish are noted.

Cherry Hill campus is also the place that I take pride in saying I delivered my last 2 daughters at before the OB department migrated over to First Hill.

Cherry Hill ~~Catholic~~ when I started working here in high school ~~was~~ was a family oriented small community. That prided itself of inacting the Sisters of Providence's mission of never denying care to anyone. Regardless of their ability to pay for it. They helped the underprivileged in this community.

I feel that this medical facility has changed ^{over} the years and is not reinvesting the huge profits that it makes here back into the local schools, helping those needing health care, helping fund transportation that is threatened with being cut. This in turn, it worries me because I also come here to receive medical attention. I do not want to feel that one day the door will not open for me to receive the help I need.

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~~Mission of Sisters of Providence
is to not turn away anyone seeking
help.~~

③ This is not the ^{same} Providence that I grew up in loved and felt supported by. This has turned into a corporate money making machine. whose focus is not of those in this direct community. Providence ~~is~~ is not exhibiting good neighbor traits. I call on Providence to do the just and right thing. Support this community. Support your employees and support me by signing this Good Neighbor contract

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City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Fersa, Deborah

1. Your comments concerning the proposed expansion and your experience as a patient are noted.

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

I am writing in support of the proposed expansion of the Cherry Hill Campus which will include a new IVY Center and provide space for vital research and life saving treatment
 I am a 5 year survivor of Brain Cancer. I have been a patient at Cherry Hill this entire time. The care has saved my life.
 Unfortunately technology in cancer care now has advanced to the point that breakthroughs in a cure require more space near the existing facility

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Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes No

Name Deborah Fersa
 Street/P.O. Box 3203 89th Ave SE
 City Mercer Island State WA Zip 98090
 E-mail Fersa@aol.com

Place Stamp Here

~~50572000~~

Public Resource Center
Department of Planning and Development
City of Seattle
PO Box 34019
Seattle, WA 98124-4019

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Additional comments:

This neighborhood has been part of the medical community since I was a child. I was first a volunteer at Providence and later a nurse. The community welcomed me then. I hope it will understand that this expansion will save lives.

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Camacho, Rodolfo

From: Haines, Stephanie
Sent: Tuesday, July 08, 2014 3:08 PM
To: PRC
Subject: FW: Swedish/Sabey MIMP Project number: 3012953

From: Jim Fife [mailto:jimfife1@gmail.com]
Sent: Wednesday, July 02, 2014 11:58 PM
To: Sheppard, Steve; Haines, Stephanie
Subject: Swedish/Sabey MIMP Project number: 3012953

To: Steve Sheppard

Major Institutions and Schools

Department of Neighborhoods City of Seattle

700 5th Avenue, Suite 1700

PO Box 94649

Seattle, WA 98124-4649

Regarding Swedish/Sabey MIMP

Project number: **3012953**

Mr. Sheppard, Ms Haines, and to whom it may concern,

I am NOT fundamentally opposed to all development projects on the Swedish Cherry Hill Campus. I can see the need and I can see reasonable venue for *some* vigorous construction.

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However, the Swedish DEIS/MIMP seeks permission for colossal expansion of their facilities and their staff. I urge the City of Seattle to deny the proposals, as written, for the following reasons:

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Parking: Around my house, 802/804 21st Ave, on the N.E corner of East Columbia St., where I have lived since 1990, all available street parking now disappears before 9AM, weekdays. These are not residents. These are not miscellaneous visitors, who have every right to park here, at least irregularly. These are Swedish employees who leave their cars and walk up the hill to the hospital.

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In addition to the Swedish proposal, there is significant expansion of other facilities which strain the parking situation: the replacement of the Coleman building at 23rd & E. Union; the E. Union Post Office building, to name just two.

Fife, James

1. Your comments concerning the proposal are noted.
2. The DEIS and Final EIS include disclosure of the parking impacts in the neighborhoods surrounding the campus. The TMP identified in the Master Plan and evaluated in the DEIS and Final EIS identified elements intended to decrease the use of on-street parking in the neighborhoods by staff and visitors. This issue would be addressed though a combination of employer directives and overall parking and payment structure for those utilizing the campus parking.
3. Traffic signals have been identified at two key intersections in the campus vicinity as mitigation for the project (see Final EIS section 3.7.4.2). The locations are the 16th Avenue/E Cherry Street and 14th Avenue/E Jefferson Street intersections. Both the of the developments mentioned are located in the E Union Street/23rd Avenue area outside the parking influence of Swedish Cherry Hill with an over 1-mile walking distance from the campus.

Swedish has made no significant effort prior to their development request to facilitate and require their employees to park on-campus, or increase the commuter-vehicle occupancy rate. Other institutions have implemented significantly better employer commute and on campus parking policies, for example Children's Hospital.

Traffic: Right now, E. Cherry is a fast & dangerous street for pedestrians who must cross it. I see Swedish employees and patients every week-day in perilous crosswalk situations. I fear this will become far worse, and while 3 additional traffic lights (at 15th, 16th, and the vacated 17th Ave crossings) might be good for pedestrians, it will be another vehicle delay.

It is not uncommon in the afternoon commute, for it to take an hour to get from 12th Ave to I-5 along E.Cherry / James street. I imagine this will significantly worsen if this plan goes forward. Will there also be several thousand dump-trucks carting away huge amounts of soil, heading down the James St dive under I-5?

There is limited and, as of late, struggling bus service to the Swedish campus (only Bus #3&4).

Height: Design alternatives I have seen vary in max. height from 160-ft to 240-ft. This is simply too high in a residential neighborhood of 30-ft tall houses. It is difficult to visualize 240-ft buildings, but one need only look to the Jefferson Tower on 16th & E. Jefferson to see a tall building, close to the street. It is only 105-ft tall, less than 1/2 the proposed limit. This is also (I think) the height of the St. James building makeover. **These 105-ft buildings are the tallest construction that should be allowed, and only then with an adequate formula of setbacks.**

The James Tower Steeple is a neighborhood icon. It will be obscured from many directions, and its very essence as a "tower" negated in all directions by the mass of buildings taller than itself, in close proximity.

I don't know the land-use-planning terminology for the aesthetics of discontinuity but I know that it counts for something. I feel that the proposed building heights in the DEIS/MIMP are an invasion of institution into neighborhood. It is a symbolic and visual dividing of the Squire Park/Central District neighborhood. And not by an institution with a history of civic partnership with this neighborhood but instead one whose countenance varies between indifference, incompetence and hostility. I am personally offended by this plan.

I just spoke about the height of the buildings but the size of the institution and the beehive of vehicles that will be added to the surrounding streets further degrades the neighborhood continuity.

Function: I am concerned about the nature of what will be built. Swedish says they want research facilities, hospital beds and direct hospital support facilities. But what other uses will be allowable? Some retail food, drug and medical appliances that directly supports patients, family and on-duty staff is understandable. But will Callison Architects be asked to create "A [distinctive retail destination](#)" such as they did at Swedish Issaquah? Will Swedish partner Sabey construction want to create one of their specialty [data centers](#) here? Will we see signs for commercial occupancy? I don't know how the rules get written, but it is imperative that the campus use-restrictions be dyed in the wool, and any and all remediations be secured and escrowed in advance. I believe that when they get their go they will game-the-rules in complete disregard of any civic mindedness they may pretend to during the ask-phase.

In summary: Swedish/Sabey is reaching far beyond what is appropriate for this neighborhood. They should be height-limited at 105-feet, with generous setbacks. They must be required to make radically higher transit requirement and lower SOV use rate and a requirement to park on-campus, and this must be demonstrably in-place as a precondition to their variances, and there must be recourse to hold them accountable for a long time because they will let it slide when they can. There must be improvements to traffic and pedestrian safety and mass transit, all preceding construction. It is hard to say how much new square footage should be allowed,

4. See response to Comment 2.
5. While traffic along E Cherry Street may experience additional delay due to the signals, the side street traffic would benefit and delays would be reduced. All modes are considered and their various needs are balanced along the corridor and within the street system. North-south neighborhood connectivity would be improved with the traffic signals.
6. The Final EIS Tables 3.7-8 and 3.7-13 provide an analysis of how travel times along Cherry Street would change with the development Build Alternatives identified in the Final EIS. The specific construction haul routes are not known at this time. A construction management plan will be required as part of any future phase of development. This construction management plan will include a review of the proposed haul route, identification of the construction period, and volume of construction traffic anticipated. If pedestrian conflicts and unsafe conditions exist along the proposed haul route, either the haul route can be adjusted or specific mitigation measures can be identified at that time.
7. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.
8. Your comments concerning the proposed heights are noted.
9. SMC 23.69.008 Permitted uses allows for "All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution."
10. Your comments concerning heights, transit, SOV-rates, traffic and pedestrian safety are noted.

separate from the height issue (and because for me it is the number of people, not the floor space that creates the issue). But I believe “half-again” the present 1.1M gross SF is enough to strain the Neighborhood as much as I think it should endure, and to strain the surrounding parking, transportation and utility systems to an extent that Sabey & Swedish can pay up-front to mitigate.

Sincerely,

James F. (Jim) Fife

804 21st Ave

Seattle, WA 98122

c: [206-306-4488](tel:206-306-4488)

jmfife1@gmail.com

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Camacho, Rodolfo

From: Haines, Stephanie
Sent: Friday, June 27, 2014 8:14 AM
To: PRC
Subject: FW: Swedish MIMP (3012953)

From: Brian Fish [mailto:brian_e_fish@hotmail.com]
Sent: Thursday, June 26, 2014 8:10 PM
To: Sheppard, Steve; Haines, Stephanie
Cc: cindy_thelen@gmail.com
Subject: Swedish MIMP (3012953)

Hello,

Today I received a very professional glossy mailing from Swedish grossly misrepresenting their proposal, and asking for blind support of that misrepresentation. I'm not sure how much they paid, although I do note that they got a non-profit rate for sending it- is that appropriate given their partnership with Sabey on this matter? Regardless, I believe equal funds should be provided for the neighborhood to publish the true impact of the bulk, scale, and height that would result if their very drastic changes to zoning are allowed.

There have been a number of neighbors who have donated time and energy to reveal significant errors and missing pieces in Swedish's proposal. However, Swedish and Sabey continue to throw money at attempting to mislead and misdirect. This is just the latest in a series of clear attempts to end-run the process and could result in a 200' building in a two-story residential zone.

I strongly urge you to resist these misguided attempts to build a second downtown zone. Stand with the neighborhood, and please ensure future Swedish marketing materials are fact-based.

Thank you,
Brian Fish
540 19th Ave

Fish, Brian

1. Your comments concerning Swedish communications are noted.

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June 16, 2014

Subject: Swedish Neuroscience at Cherry Hill
Reference: Project # 3012953
From: Richard Flotlin

To Whom It May Concern,

I was initially diagnosed with Parkinson's disease in 1996. By 2012 my medications were becoming ineffective. I had been asked many times earlier to review DBS as an option but was reluctant to move in that direction. I had heard that Swedish Neuroscience Cherry Hill was the right place to go for the surgery for their expertise and support before, during, and after surgery. After my wife and I met with Dr. Nora and his staff, we made the decision to have Swedish perform the DBS surgery.

On Wed. June 20, 2012, Dr. Nora and team installed the first lead wire. I was very nervous prior to surgery but my "designated" nurse kept me talking and kept me "at ease" throughout the procedure. I owe her a lot for keeping me on task and worry free - she was great, as all involved were during this procedure.

My first battery implant on July 3, 2012 also went very well. Again, everyone involved was supportive and made me feel very comfortable.

I have had the best support throughout all my surgeries and follow-on appointments. I really consider this place, and this group of people, as my second home. They are the best.

I understand that Swedish Neuroscience @ Cherry Hill has a need to expand their services and I wholeheartedly support these requirements. They provide specialized care that cannot be duplicated anywhere else.

Thank you for your time.

Richard E. Flotlin
flotlin@comcast.net

Flotlin, Richard

1. Your comments concerning your experience as a patient at Swedish are noted.

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prc@seattle.gov

Ms. Stephanie Haines, Land Use Manager

Department of Planning and Development

Attn: Public Resource Center

700 5th Avenue (Suite 2000)

P.O. Box 34019

Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953

Project Address: 500 17th Avenue

Dear Ms. Haines,

I am submitting my formal comments re: Swedish Medical Center – Cherry Hill / Sabey Corp. Draft Major Institution Master Plan and Draft Environmental Impact Statements and request they be entered into the formal record.

I am a near neighbor, along with my wife Abil Bradshw, to Swedish Medical Center – Cherry Hill. Our fence line is adjacent to the property that Swedish' partner, Sabey Corporation, owns on 18th Ave between Cherry and Jefferson streets. We are also adjacent to the residential property Sabey Corporation purchased in 2008 and rents to its' employee at 525 19th Ave. I have lived in our 1903 home since 2006 and my wife has resided on the property since 1980. We began our dream of home-ownership in this location in November of 2006. We wanted to purchase this house, in particular, since she knew it, and the neighborhood, so well and loves it so much. It is a sturdy Victorian building that has a rich history. We know a good amount about the home since many previous residents have stopped by over the past 34 years. We know it was built by a Jewish family. We know the second owners were the Kutoff family, who had nine children. Their father was a butcher. We learned that during WW11 the home was a safe haven for five families. A recent visitor was Mr. Marr, who had lived on the block since the 1920's and in our home from 1946 until 1956. He was able to recall many of the other families who had lived on the block: the Chows, the Matsuis and others. He remembered playing with other kids on the block in and around the old Sisters of Providence Hospital, which was built in 1910. He had fond memories of the neighborhood and was very grateful that we welcomed him in to visit his old home. This is the oldest neighborhood in Seattle. Mr. Marr is 87.

Our Squire Park neighborhood block is a rich mix of diverse American families: African, Japanese, Chinese, Philippine, Turkish, Hispanic, and Caucasian folks from a variety of Eastern European heritages—some families have lived here for many generations. I know one family who has five

Flynn, Melissa

1. Your comments regarding the neighborhood are noted.

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generations living together and the matriarch grew up in the home since she was a small child. Many of our neighbors are expecting new babies this year.

As a neighborhood we have become more well-acquainted, for the better, through our shared experience of learning about and trying to understand the implications of the development proposal of our other neighbor: Swedish/Providence Hospital and its' for-profit partner, the Sabey Corporation. Their out-of-scale proposal to add more than twice the square footage to their footprint in our residential neighborhood has us all very worried for our property values, health, safety and well-being. Most of us own (or are buying) our houses. We are completely invested in our homes and our neighborhood. It is our impression the quality of our lives are being threatened in an enormous way (1.5 million additional square feet) by this proposed expansion. What makes our situation even harder is the accusation that we are "against the hospital". Not true. We are very glad to have a neighborhood hospital. We have used the hospital on occasions. However, we find ourselves questioning why an expansion of this magnitude in a residential neighborhood is justified. There are many Swedish Hospitals around the city and in more appropriate neighborhoods for this scale of development.

Our experience attending CAC meetings and speaking from the heart has not been positive. Our allotted two minutes, each, barely gives us time to begin to voice our concerns. We do not feel Swedish and Sabey and their hired professionals (architects, lawyers, lobbyists and public relations agents) are hearing and truly considering our concerns. Swedish, Providence and the Sabey Corporation are not being "good neighbors".

My wife and I object to the proposed MIMP on the basis of scale, height, bulk, shadow, "necessity", pollution, heightened energy use to the local grid, historic preservation of the 1910 tower, and dramatically increased traffic. Additionally we are offended by the character of our residential area being misrepresented throughout this MIMP process. Our neighborhood is **single-family**, not the commercial context erroneously portrayed in the MIMP and DEIS. The DEIS is full of obvious omissions, half-truths and false 'facts' which were compiled by The Transpo Group; which is purported to be working for the City of Seattle in preparing this EIS, and has acknowledged working for Swedish Hospital, as well. This seems like an obvious conflict of interest.

Many of our "good neighbors" have more expertise with these types of processes and have written extensively about their issues with the MIMP and Draft Environmental Impact Statement. I would like to fully endorse comments of former CAC member Nicholas Richter submitted June 2, 2014, and incorporate here by reference, plus additional recently submitted comments by Bob Cooper, Ellen Sollod, Aleeta Van Petten, Mary Pat DiLeva, Cindy Thelen, Vicky Schiantarelli, Jerry Matsui and Kenneth Torp and more.

My additional comments center on the threatened livability and vibrancy of our neighborhood. I have the impression from regularly attending CAC meetings that we are not allowed to question Swedish Hospital and Sabey Corporation's *necessity* for the proposed expansion. From what I have been able to piece together, Providence Hospital (a non-profit entity) sold 40% of its' space to the Sabey Corporation for development *because it was not being used*. Swedish bought Providence Hospital and in so doing, also the land-partnership with Sabey. And then Providence bought back part or all of Swedish Cherry Hill. Somehow, there are three "owners" of the Cherry Hill Hospital, I think. After some time spent reading through the Sabey website, I have come to my own conclusion that the "hospital" expansion is actually for future rental opportunities for the for-profit Sabey Corporation. At present they have approximately 4,000 square feet of rental space available and sitting dormant for sometime. I posit the

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2. Time for each speaker at public meetings has been limited to allow more speakers to have the opportunity to make comments. All written comments are read and responded to in this Final EIS.
3. The EIS describes the surrounding land uses as: "*Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University's campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.*". As to Transpo, while the EIS consultant costs are paid by the applicant (as are DPD and SDOT application review costs), the EIS consultant works under the direction of DPD.
4. Your endorsement of other comments is noted.
5. The Master Plan acknowledges (page 2) that: "*in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...*" Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

reason for expansion at the Cherry Hill Campus is because the rental property is not so attractive since the hospital is off the beaten track from all the other hospital concentration on First Hill. The Sabey website rental advertisement:

Space is available for lease in Jefferson Tower at Cherry Hill. If you are interested in being part of this dynamic medical community, please contact us.

Located on the Swedish Medical Center Cherry Hill campus, Jefferson Tower accommodates many of the office, clinic and research requirements of this dynamic medical community. Its proximity to First Hill makes it ideal for busy medical professionals. Patients also appreciate the convenient access to a variety of outpatient clinics such as orthopedic, cardiovascular and sports medicine and services such as radiology, eye care, and speech therapy.

Jefferson Tower also houses a new Starbucks, located just off the newly remodeled lobby. Parking is available just across the street from the entrance.

Clearly their long range goal is to attract a larger concentration of tenants and grow the campus (from the Sabey website):

Sabey is committed to bringing together the complementary services and practices that make Cherry Hill a vitally important and progressive "life sciences community".

Plans are underway for the next phase of Cherry Hill's development. A new Major Institution Master Plan will accommodate the growth and design needs of the campus, the opportunities presented by the greater healthcare community overall and good relationships with the neighbors and businesses that surround the campus.

Other members of the James Tower Life Sciences community are Laboratory Corporation of America, Swedish Medical Center's Executive Health and Center for CardioVascular Wellness, Seattle Cardiology, Swedish CyberKnife, Accium BioSciences, Seattle University's College of Nursing Clinical Performance Laboratory, the Seattle Science Foundation, The Polyclinic and Swedish's Education and Conference Center.

A "life sciences community," however, is not the purpose of a Major Institution Master Plan. The purpose is to accommodate hospitals (and colleges/universities) with a concurrent benefit to the surrounding community. This project does not represent a **reasonable** "balance between the Major Institution's ability to change...with the need to protect the livability and vitality of adjacent neighborhoods".

And I recently learned from a neighbor, James Tower was developed in apparent violation of the former master plan and city code. It was approved without input from any Standing Advisory Committee as required by law, and as a massively larger structure than the former MIMP called for. The 1994 plan called for addition of a "60-bed project" described as a "skilled nursing facility [that] would be two stories (28 feet) and would have approximately 24,000 square feet." What was built over the course of three years instead was a much larger James Tower—six stories tall. Swedish currently describes the building as "a state-of-the-art medical office building and now houses physician offices, education, and research facilities." This is nothing like the building approved for the property in the 1994 plan.

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6. SMC 23.69.008 Permitted uses allows for *"All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution."*
7. Your comments on projects approved in the 1994 MIMP are noted.

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It is clear to me Swedish/Providence Hospital and Sabey Corporation have not, and do not, have any intention of balancing the needs of this residential neighborhood. Their entire project is purely for financial gain. A medical campus, with a state-of-the-art medical office building housing physician offices, education, and research facilities *is not a hospital*. It is a grotesquely over-sized medical mall that will turn our lovely, livable, walk-able residential neighborhood into a medical complex ghetto bringing gridlock traffic to the entire central area.

And while we understand there may be a need for a little more space at the hospital, it is not the case that the neighborhood grew around the hospital – the hospital located in a residential neighborhood when it came here more than 100 years ago. Many of our homes pre-date the hospital by many years—*our home in particular, by seven years*.

And although it might be obvious, the *Sabey Corporation is not a hospital*.

The MIMP and DEIS should be rejected outright.

Sincerely,

Melissa Flynn, Homeowner

529 19th Ave., Seattle, WA 98122

8. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a “reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.” This determination will be made in the DPD Director’s Report following completion of the EIS and Final Master Plan process.
9. Your comments on the history of the location are noted.



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 8. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

I am a patient with glioblastoma; I was diagnosed and received surgery by Dr. Cobbs. I am in support of the expansion of the UVA institute for tumor research. I believe that the city of Seattle has an opportunity to become a world center for research and hopefully develop a treatment for brain tumor.

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Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes ___ No ___

Name FRANCESCO FOLLACO
 Street/P.O. Box 11818 97th LN NE #C 236
 City Kirkland State WA Zip 98034
 E-mail ffollaco@yahoo.com

Place Stamp Here

Follaco, Francesco

1. Your comments concerning your experience as a patient at Swedish are noted.



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

I am a caregiver to my husband who was diagnosed with SBM this Feb - 2014. Through this life changing and devastating news Swedish has been with us - giving us excellent care - not just medically - but the whole care body and soul. Thanks to the brilliant Dr. Cobbs and Dr. Bankers doing the research and having access to the facilities right at hand, they can collaborate and develop new treatments. When all doctors are able to be at one place together it helps everyone. Thank you Swedish !!

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Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes ___ No ___

Name Susanne Follaco
 Street/P.O. Box 11818 97th LN NE # C236
 City Kirkland State WA Zip 98034
 E-mail sfollaco@hotmail.com

Place Stamp Here

Follaco, Susanne

1. Your comments concerning your experience with health care at Swedish are noted.

PRC

From: Jesse Freedman <jessemefreedman@gmail.com>
Sent: Wednesday, April 02, 2014 7:05 PM
To: PRC
Cc: Julia Blum
Subject: Project 3012953

REGARDING: Project No. 3012953

Hello,

We own a home at 1604 E Cherry Street and are extremely concerned about the proposed expansion of Swedish Medical.

In fact, the zone encompassed by the MIO literally covers our home, which sits at the corner of 16th and E Cherry.

This is unacceptable and significantly disrupts the fabric and atmosphere of the neighborhood.

We wondered how far into the process the city is and whether residents have any recourse - whether legal or otherwise - to prevent this unwanted, and unnecessary, incursion into the neighborhood.

We'll look forward to your response, especially given that the expansion will have a DIRECT effect on our home.

Jesse Freedman
Julia Blum

Freedman, Jesse

1. Your comments concerning the proposed expansion are noted.
2. Swedish is not proposing to expand the existing MIO boundary. The boundary stops on the south side of E Cherry Street.
3. The 45-day comment period for the Draft EIS review began on the date of issuance of May 22, 2014 and ended on Jul 6, 2014. The Final EIS will consider comments received on the Draft EIS and it will be used by the City of Seattle to approve, approve with conditions, or deny the proposed MIMP. The public is offered the opportunity to speak at every CAC meeting. Meetings are held monthly.
4. See response to Comment 2.

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Camacho, Rodolfo

From: Oliver Grant <cgrant@microsoft.com>
Sent: Friday, June 13, 2014 7:42 AM
To: PRC
Subject: RE: Public Comment

Sure, it's:

Swedish Cherry Hill MIMP EIS (DPD #3012953)
500 17th Avenue
Seattle, WA 98122

Thanks,,
-Oliver

From: PRC [<mailto:PRC@seattle.gov>]
Sent: Friday, June 13, 2014 6:44 AM
To: Oliver Grant
Subject: RE: Public Comment

Could you please provide the project number or the site address, so we can forward your comments to the appropriate planner?

Thank you,
PRC Staff

Department of Planning and Development
Public Resource Center
700 Fifth Avenue, Ste. 2000
P. O. Box 34019
Seattle, WA 98124-4019

From: Oliver Grant [<mailto:cgrant@microsoft.com>]
Sent: Thursday, June 12, 2014 10:43 PM
To: PRC
Subject: RE: Public Comment

I should add, for the reasons below I'm not in favor of any of the expansion plans that have been proposed by Swedish.
Christiaan Oliver Grant

From: Oliver Grant
Sent: Thursday, June 12, 2014 8:06 PM
To: 'prc@seattle.gov'
Subject: Public Comment

Hi Diane Sugimura,

I first wish to thank Swedish for all the services they currently provide. My comment is not meant to diminish or question the value Swedish brings. Health and social care is extremely valuable and having parents that were both in the medical field I'm very empathetic. Of course, I'm here to speak to the Cherry Hill Major Institution Master Plan as a neighbor and not as a statement of their charter, quality of service or contribution to society. I live at:

1514 E Columbia Street
Seattle, WA 98122

I've attended majority of the CAC meetings in joint partnership with Swedish and there are number of concerns that have been raised by the CAC but will highlight a few of the main concerns:

1. The proposed bulk, scale, height, density, and intensity of the Alternatives are incompatible with the residential neighborhood. While there are some commercial properties but those are single in story and take up a much smaller foot print than this facility. This area is not First Hill nor downtown Seattle and the zoning should be considered even if this is a non-profit.
2. The purpose and justification of the expansion has not been clear or logical. For instance, the expansion was previously explained was based on King county growth rate but that growth rate assumed Swedish receives 100% of all the growth in demand for health care which precludes the other care institutions in the area.
3. The environment impact study has not been clear and concerns of the potential bio-hazards and contaminants impacting the neighborhood has not been clear. The original environment impact study was footnoted that it was not an actual and factual impact study.
4. The focus of expansion in the Cherry Hill campus seems to be direct conflict of Swedish's Community Charter which is put health care in the community they serve. Washington is expanding in other neighborhoods that should have access health care rather than having to travel great distances.
5. Swedish is focused on being a good partner but not sure if they have taken into account the impact of excess traffic, lack of parking, diminished public transportation going to support this expansion plan especially when the plan includes shutting closing down a public street.
6. James Hill Tower is a historic landmark but with the expansion, this landmark will slowly disappear.

If you have any further questions feel free to reach me at the address listed above or the numbers listed below.

Thanks,
-Oliver

C. Oliver Grant

BDE Business Manager
Worldwide Licensing and Pricing - WWLP

Office: 425-705-1683
Mobile: 206-228-0782
cgrant@microsoft.com



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Grant, Oliver

1. Your comments concerning Swedish services are noted.
2. Your comments on the compatibility of height, bulk, scale, density and intensity are noted.
3. Section A.3 of the Master Plan discusses the basis for Swedish's request.
4. The use and handling of bio-hazards and contaminants are governed by existing regulations.
5. Your comments on health care in the community is noted.
6. Traffic, parking and transit are discussed in Section 3.7 of the EIS. There is no proposal to vacate or close down a public street.
7. The landmark will still be visible from a number of locations.

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Comments by Jack Hanson
delivered at 12 June 2104 public hearing

concerning the
Draft Major Institution Master Plan (dated 22 May 2014)
for the **Swedish Cherry Hill Campus** (500 17th Ave)
DPD Project Number 3012953

My name is Jack Hanson. I live at 209 22nd Ave. S. in the Squire Park neighborhood of Seattle.

Like many of the commenters here tonight, I have grave concerns about the scope of the Cherry Hill campus build-out that would be permitted if the City of Seattle approves the zoning allowances proposed by Swedish Health Services / Providence Health and Services (Providence/Swedish) in the draft major institution master plan (MIMP). The size and scale of the Cherry Hill campus development that would be allowed under the draft MIMP is entirely inconsistent with the culture and character of the surrounding residential neighborhood.

Others have commented on the outsize height and bulk of the buildings that Providence/Swedish wants to build on the Cherry Hill campus. Those points are well made. I want to draw attention to some different – but nonetheless relevant – points about the character of the organizations requesting the zoning allowances and about the anticipated need for such a massive build-out of the campus.

First, I should note that, in addition to being a neighbor, I have worked for the past decade as a healthcare industry analyst. My professional work consists in looking at the operations and finances of healthcare corporations such as Providence/Swedish. I work on issues such as healthcare facility planning, hospital bed need forecasting, and the community accountability of nonprofit healthcare providers, among others. Because it is the largest healthcare corporation in Washington state, I am familiar with Providence/Swedish, its facilities, and its business practices.

Concerning the applicants: Swedish Health Services is now wholly controlled by Providence Health and Services (Providence), one of the largest healthcare corporations in the country. Providence owns and operates 33 hospitals and over 600 clinics across five states, as well as long-term care facilities and other sites of care.¹ Although it is classified for tax purposes as a nonprofit organization – and it is therefore exempt from a wide range of federal, state, and local taxes, including property taxes and corporate income taxes – Providence routinely posts huge profits on enormous revenues. In 2013, Providence had total operating revenues in excess of \$11 billion. Over the most recent three years, Providence has

¹ Providence Health and Services annual financial statement for the year ended 31 December 2013, available online at <<http://www2.providence.org/phs/Pages/financial-statements.aspx>>.

Hanson, Jack

1. Your comments concerning the applicant are noted.
2. Swedish is affiliated with Providence Health & Services in an “accountable care organization (ACO)” According to the Providence website: “*The Providence-Swedish Health Alliance is an ACO made up of physicians, specialists, hospitals, clinics and other health care providers each working cooperatively to provide the best possible care at a lower cost, resulting in better value and a lifetime of good health.*” Swedish is described as a “private, not-for-profit organization founded in 1914 with five hospitals, more than 100 primary care and specialty clinics, two ambulatory care centers and 11,000 employees in Greater Seattle. Providence Health & Services is a Catholic, not-for-profit organization founded by the Sisters of Providence in 1856 with 27 hospitals, 214 physician clinics and almost 53,000 employees across five states”. (<http://www.pshealthalliance.org/providence-and-swedish-finalize-affiliation-agreement-join-forces/>)

posted total profits (including investment income along with operating profits) exceeding \$1 billion.² Providence is a huge and very profitable corporation. And it is ruthless in competition.³

Providence's business model consists in dominating the healthcare markets in which it operates. What's more, on the Cherry Hill campus, Providence/Swedish is partnered with Sabey Corporation, a for-profit commercial real-estate developer whose purpose is to maximize returns for its owners and investors. It is clear to me that it is a ruthless concern with the bottom line – rather than the vitality of the neighborhood or the best interests of the broader Seattle community – that is the driving force behind the draft MIMP. Providence and Sabey seek permission to develop the Cherry Hill campus to more than twice its current size in order to claim market share and make money. It's that simple.

These considerations are germane here because the relevant sections of the Seattle Municipal Code declare that the MIMP process is intended (among other things):

- to "permit appropriate institutional growth" while "minimizing adverse impacts"
 - to "balance [an institution's] ability to change and the public benefit derived from change" against "the need to protect the livability and vitality of adjacent neighborhoods"
 - to "accommodate the changing needs of major institutions"
- (SMC sections 23.69.002A, 23.69.002B, and 23.69.002H; emphases added)

These sections of the law make clear that it is important for the MIMP process to evaluate the appropriateness of institutional growth, the public benefit to be achieved through growth, and the needs of major institutions.

In Appendix G to the draft MIMP, Providence/Swedish lays out the healthcare demand projections that, it claims, demonstrate a need for a hugely expanded Cherry Hill campus in the next 25 years. There is much deserving of detailed comment in Appendix G. Let me just make two quick points here:

1. MARKET SHARE – In a short section titled "Service Demand" on page 5 of Appendix G, Providence/Swedish indicates – in passing, without drawing attention to the point – that it expects to grow the inpatient hospital market share served by the Cherry Hill campus from 13% at present to 20% in 2040. To be perfectly clear about what this means: According to Providence/Swedish, a big part of the reason that Cherry Hill will need more space for hospital beds in the future is that Providence/Swedish intends to take patients away from competing providers such as Virginia Mason, Harborview, the University of Washington, and Overlake.

² See Providence Health and Services annual financial statements for the years ending 31 December 2011, 2012, and 2013, available online at <<http://www2.providence.org/phs/Pages/financial-statements.aspx>>.

³ To counter its image as a wealthy mega-corporation, Providence/Swedish marketing materials and public relations staff routinely tout the corporation's spending on charity care and other "community health benefits". Let me just say here that Providence/Swedish's self-reported community benefit numbers are, upon close inspection, much less impressive than the corporation would have us believe. A surprisingly large chunk of what the corporation counts as community health benefit spending – such as Medicaid payment shortfalls and spending on graduate medical education and staff training – doesn't really count as community health benefit spending at all. But that is a long, detailed discussion for another day.

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3. Your comments on the purpose of the Master Plan are noted.
4. Swedish's description of its need for growth is included in Section A.3 of the Master Plan.

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Understandably, Providence and Sabey would love to grow the Cherry Hill share of the market by 50% – it would mean more business and more revenue for them. However, that does not constitute a need to expand and it does not obviously serve a public interest.

2. GROSS SQUARE FOOTAGE PER BED – In projecting the amount of space needed to accommodate its Cherry Hill hospital beds in the future, Providence/Swedish employs a “standard” of 3,500 building gross square feet (BGSF) per bed. This number seems inordinately large. Indeed, healthcare facility planners now suggest that, with ongoing changes in care delivery and developments in health facility design, something on the order of 2,500 BGSF per inpatient hospital bed is a reasonable projection for future space needs.⁴ At the least, from the very brief discussion of BGSF per bed in Appendix G, it is not at all clear that such a large number is warranted. As with the brief discussion of market share, Providence/Swedish slips this number into its space demand projections without offering explanation or defense.

Providence/Swedish’s cursory – and, it seems, deliberately vague – discussion of these two points in its space need projections gives me pause. Those reviewing the draft MIMP should be skeptical, too. It looks as though Providence/Swedish is simply choosing inputs to demonstrate the largest possible future space need. In the interest of assessing what will or might be needed at the Cherry Hill campus in the future and determining what is in the public interest, I encourage the City of Seattle to look carefully and critically at all of Providence/Swedish’s claims about space needs.

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5. Your comments concerning gross square footage per bed are noted.

⁴ See, for example, C. Skolnick, “Capital Ideas – Health facility planning in the post-reform era”, *Health Facilities Management* 26.4 (April 2013), pp. 23-28.

July 4, 2014

TO:
prc@seattle.gov
Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
PO Box 34019
700 5th Avenue, Suite 2000
Seattle, Washington 98104-4019

FROM:
Greg Harmon
536 19th Ave, Seattle, WA
Near Neighbor

RE:
Swedish Medical Center Cherry Hill Campus Master Plan
project number: 3012953
project address: 500 17th Avenue

I oppose the alternatives presented in the May 22 DMIMP, and they should be rejected. One of the stated purposes of the MIMP is to "Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods" (SMC 23.69.2 B). The DMIMP presented is one-sided and does not protect the neighborhood nor "minimize the adverse impacts" of the development.

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A number of neighbors have submitted very thoughtful, intelligent and detailed comments on the DMIMP and DEIS already. I wish to endorse their comments as follows:
I support the comments of Ellen Sollod (dated June 12, 2014, 4 pages).
I support the comments of Bob Cooper (31 pages, "Formal Comments on the 22 May 2014 Swedish Medical Center DMIMP and DEIS")
I support the comments of Nicholas Richter ("Swedish Cherry Hill MIMP DEIS Commentary", dated June 9, 2014, 10 pages).

Overall Height, Bulk, and Scale

The overall height, bulk, and scale of the existing proposals are fundamentally incompatible with a primarily single-family and low-rise neighborhood. Building a 240 ft (Alternative 8) or 200 ft (Alternatives 9-10) in a residential neighborhood is not sane. We are not an Urban Center/Village. We cannot handle the kind of traffic that will bring. We should not have to live with its shadows every day of the year.

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Look at the first-person viewpoints of what this proposed construction would look like. It makes you feel like you are downtown (e.g. Figure 3.4-11 on page 3.4-15). You wouldn't remember you were in a residential neighborhood until you drove off campus and found yourself stuck at a stop sign forever because there are too many cars for the residential streets to handle.

Harmon, Greg

1. Your comments on the Alternatives are noted.
2. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center. Your comments on heights, setbacks, and scale are noted.

Floor Area Ratio calculations

When Swedish presents their requests for exemptions in the calculations for FAR, there are 2 problems that stick out. One is that servers should not be exempted, especially because Sabey’s main lines of business is providing data centers. Although an unlikely location for such a use, they should not get free reign to fill in space on campus with servers.

The other exemption that does not make sense is exempting parking above grade. Putting parking at/above grade is a poor use of space for an institution planning its long-term growth within tight space constraints.

Here is a comparison to how other hospitals calculated their FAR:

| Area / Exempted? | Swedish Cherry Hill DMIMP | Children’s Hospital MIMP | Virginia Mason MIMP |
|---|---------------------------|--------------------------|---------------------|
| Parking above grade | yes | no | yes |
| Parking below grade | yes | yes | yes |
| Electrical and server areas | yes | no | no |
| Mechanical Areas (floors, levels, penthouses, closets, and interstitial space that is not occupiable) | yes | roof-top only | yes |
| Structure below grade | yes | yes | yes |

Swedish’s FAR calculation: page 71 of DMIMP

Children’s MIMP FAR calculation:

<http://masterplan.seattlechildrens.org/documents/Compiled%20Final%20Master%20Plan%20-%20Approved%2005-12-10.pdf> page 74

Virginia Mason’s MIMP FAR calculation:

https://www.virginiamason.org/workfiles/MIMP/VM_MIMP-Masterplan.pdf page 49

Even with these generous FAR calculations, Swedish is proposing an FAR of 4.74 or 5.34. That’s **2.3-2.6 times** denser than their current 2.07! That kind of development cannot work within this single-family and low-rise neighborhood.

Existing Over-Development

The recent addition to the James Tower building appears to be built larger than was allowed in the 1994 MIMP. The 1994 plan called for a building that was 3 stories above ground and 2 stories below ground. [Ref: 1994 MIMP, page 14, “Develop Skilled Nursing Facility”]. The actual building is 6 stories above ground! The fact that this was over-developed should be considered when determining what is appropriate for our residential neighborhood. It increases the importance of

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3. While it is typical of any organization or business that uses computers to have a data server, there is no proposal to install a “server farm”. A data center is regulated as an Office Use in the Land Use Code and would not be exempt from FAR calculations.
4. Your comments on projects approved in the prior MIMP are noted.

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having small-scale development on the 18th Ave half-block to transition to the residences on the other side of their MIO boundary.

Transition on 18th Ave/Eastern Boundary

The DMIMP has a long way to go before getting to an acceptable transition on the eastern boundary with that half block along 18th Ave. This is abutting people’s private, single-family homes. A 50 ft building has no place in someone’s backyard. Alternative 8 and 9 propose a 6-12 ft fence against the property line (because the grade varies) and then a 10 ft setback from the building. Anyone else in this SF5000 zone would need a 25 ft setback. Alternative 10 still has the same fence, but at least is 25 ft back. Unless you can see through that fence, it will be a terrible transition.

My point is that the MIMP must make it feel like a transition. There should be multiple buildings, not a monolithic 2-block wide structure. They shouldn’t be taller than SF5000 allows, which would help maintain views of the historic James Tower bell tower.

Aesthetics/Light, Glare and Shadows in DEIS

The mitigations listed in 3.4.3.4[Mitigation Measures] talk about what Swedish “would do”. It should use stronger language like “shall”, and have some way to enforce the mitigations. I don’t know if James Tower was planning these mitigations, but it definitely does not include: “Interior lighting would be equipped with automatic shut-off times”. I see lights on in that building at night.

The days picked for the shadow studies are: summer solstice, fall equinox, winter solstice, and spring equinox. The equinoxes have the same shadows; a different day should be picked for the 4th one to examine.

On the winter solstice, the sun only gets up to 19 degrees in the sky. The shadows from Alternative 8 at 3:30pm would extend 3-4 blocks beyond Cherry St! That is a huge swath of residences to impact. That takes away sun for being outside, growing a garden, having solar panels. Swedish/Sabey should not be able to take away that much of the sky.

Public parks are protected to minimize shadow effects. Firehouse Mini Park is kitty corner from the MIO boundary (at 18th and Cherry). The existing building already affects it, but the park would be in a much larger shadow with the proposals in the DMIMP. The DEIS minimizes the greatly increased shadowing it would experience.

The DEIS includes this bit analysis of the shadow impacts:

Shadow impacts would be typical of an urbanizing area – one that is transitioning to more intensive development.

There is nothing typical about building a 240 ft or 200 ft building in a residential area.

There is no way that this is part of regular urbanization; it’s way out of proportion to this area.

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5. Swedish has proposed two new alternatives, Alternatives 11 and 12, in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
6. If approved, the Director’s Report and the Council Ordinance will include a list of required mitigation.
7. It is acknowledged that the spring and fall equinox have the same shadow pattern as the sun is at the same angle. These four dates and the three times (morning, noon, and late afternoon) are intended to show the range of shadows throughout the year.
8. Your comments on the shadow pattern of Alternative 8 in the afternoon of winter months are noted.
9. The EIS shows the potential shadowing of Fire House Park for all Alternatives.
10. Your comment concerning shadow from development is noted.

Transportation

The transportation analysis shows just how weak and lacking the mitigations and TMP are. Swedish's goal for SOV (Single-Occupancy Vehicle) trips was 50% in its last TMP, and was never met. It's a sad goal to aim for 50% again, but what evidence or assurance do we have that they will meet 50% under this new TMP? None. It talks about pilot programs without any enforceable mitigation.

Why is it hard for Swedish to meet its SOV goal? That's not for me to answer, but I expect that the bus service to the area is one factor. They are served by lines 3, 4, 64, 84, 193, 211, and 303. Of those, only routes 3/4 operate all day; the rest are peak-hour routes. (84 is a night-owl that runs twice a night.) Bus routes 3 and 4 actually overlap for quite a bit of their routes. And with the Metro bus cuts, route 4 is being eliminated completely.

All 3 alternatives would result in FOUR intersections operating with a Level of Service (LOS) of "F" in the afternoon peak and TWO at LOS "F" in the morning peak. This is a clear sign that this neighborhood cannot handle the volume of traffic proposed. As presented, this must be rejected unless the scale is reduced and traffic mitigations are provided. (ref: Table 1-1 "Summary of Potential Operation Impacts", page 1-9.)

RPZ Program:

The proposed TMP talks about "redirecting RPZ payments into other neighborhood transportation funding sources" [DMIMP Table D-4, page 95]. It's unclear what this means, and whether Swedish plans to stop fully funding the RPZ program. If anything, it should be expanding the RPZ program to reduce the amount that staff/vendors park in the neighborhood.

Bicycle Master Plan:

The Bicycle Master Plan was adopted April 2014. It includes 18th Ave between Cherry and Jefferson as a Neighborhood Greenway. This makes putting a parking garage on 18th in conflict with the goal of Greenways as being low car volume and safer for bikes/pedestrians. A large parking garage should not be allowed on 18th.
<http://www.seattle.gov/transportation/docs/bmp/apr14/Seattle%20BMP%20Master%20Map.pdf>

Conclusion

The DMIMP is so outrageous and the DEIS is so poorly done that they should be outright rejected. Swedish is a regional hospital system (that's part of the even larger Providence Health & Services) that should be growing responsibly across their system. They are trying to shoehorn something into the neighborhood that does not fit with the scale here. They can grow here, but their current plan does not strike the balance sought in the Major Institution Overlay District.

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11. The analysis contained in the DEIS and also the Final EIS evaluated the transportation impacts assuming the campus achieved a 50 percent SOV rate, consistent with the current TMP goal. The Final EIS includes a sensitivity analysis (see Section 3.7.4.4) that considers the impacts associated with achieving a more aggressive goal of a 38 percent SOV rate on campus. The sensitivity analysis included in the Final EIS examines the transportation and parking impacts within the immediate vicinity of the campus as well as impacts to primary corridors such as Cherry and James Streets. Specific mitigation measures such as traffic signals and program elements included in the TMP are presented in the Final EIS Section 3.7.4.

The Final EIS provides an assessment of potential impacts of the Build Alternatives impacts on the 18th Avenue greenway, see the Pedestrian and Bicycle Transportation sections 3.7.3.2 and 3.7.3.3.

12. Your comments concerning the DEIS are noted.

12

Peli, Michael

From: liv.leuthold@gmail.com on behalf of Liv Harmon <liv.harmon@gmail.com>
Sent: Sunday, July 06, 2014 10:36 PM
To: PRC
Subject: Comments for Swedish Draft MIMP

Re: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

To Whom It May Concern:

Please include in the public record my opposition to the alternatives presented in the May 22 DMIMP. Every alternative presented fails to balance the institution's "ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods" (SMC 23.69.2 B). The bulk, height, and scale proposed are completely incompatible with the lovely neighborhood in which we live. It is clear that the impacts on traffic and sunlight as outlined in the DEIS cannot be mitigated.

Swedish as an institution does wonderful work and I support its growth, however there simply is not enough room to do so here and the resulting crowding would be frustrating for neighbors, patients, and staff alike. It seems that several of Swedish's other sites could much better accommodate the square footage and intensity proposed while providing easier access for patients and staff.

In addition, I would like to formally support the comments of the following neighbors:

Ellen Sollod
Bob Cooper
Nicholas Richter
Greg Harmon

Thank you.

Sincerely,
Liv Harmon

536 19th Ave
Seattle, WA 98122

Liv Harmon

1. Your comments concerning compatibility with the neighborhood are noted.

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Camacho, Rodolfo

From: Haines, Stephanie
Sent: Friday, June 27, 2014 7:42 AM
To: PRC
Subject: FW: Swedish Cherry Hill Expansion Endorsement

-----Original Message-----

From: Steve Heiser [<mailto:heis99@hotmail.com>]
Sent: Monday, June 23, 2014 3:05 PM
To: Haines, Stephanie
Cc: Bloom, Tami
Subject: Swedish Cherry Hill Expansion Endorsement

Stephanie,
I had intended to attend last week's meeting on Thursday night to speak on behalf of Swedish Cherry Hill expansion, but was unable to be there due to a schedule conflict.

I suffered a stroke 8 years ago. It was an event that changed my life. I appear to be the same as before the event, but I am no longer able to do everything I could do prior to my event. I used to be a multi tasking individual with a high threshold for performing under pressure. I lost some of that capacity. I also experienced some unexpected personality changes. The cause of my stroke was determined to be a heart defect which caused a blood clot in my brain.

In order to protect me from a further recurrence of stroke, I was put on medications which caused me to feel like I had the flu every day, but the drugs were necessary. A device was later installed in my hearth at Swedish Cherry Hill which eliminated the initial cause of my stroke. 6 months later, I was allowed to cease the medications which had been protecting me.

Although my brain will never be the way it was before the stroke, I have been provided the gift of health by the staff at Swedish. The value of the service I was provided is priceless!

I am part of a Cerebrovascular Support Group at Swedish. What I have learned through this continuing effort is what a world class facility we are blessed with in our community, and how lucky I was to be under their care when I needed it. This organization provides a phenomenal service to our community which can be life changing.

I strongly support the expansion plans put forward by Swedish Cherry Hill. It is a great asset to Seattle and the Pacific Northwest.

Steve Heiser

Heiser, Steve

1. Your comments concerning the Alternatives are noted.

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City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 8. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

- 1) Please consider traffic impacts to our community as size of facility & corresponding increase in computer services. ^{Don Hill} _{position set on major arterials.}
- 2) Need to do better job of w/ commute trip reduction obligations & transit options for staff & patients.
- 3) off street parking regularly filled by hospital staff.
- 4) 18th street regularly blocked in mornings @ 8am as staff do not pull off street to drop off workers.
- 5) please consider aesthetics of facility & benefits & set backs on community.
- 6) Please do not move ER to east side of site that fronts housing leave on west side.

Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes No

Name Andrew Hendrickson

Street/P.O. Box 327 20th Ave

City Seattle State WA Zip 98122

E-mail ahendriz99@yahoo.com

Place Stamp Here

Hendrickson, Andrew

1. While strategies to reduce SOV traffic and related impacts have been identified in the proposed Transportation Management Program, an increase in traffic to the street system attributable to Swedish is likely. Secondary and cumulative impacts on area roadways are included in the analysis of direct impacts in the Draft EIS.
2. Even with the anticipated reduction and elimination of five of eight bus routes serving Swedish Cherry Hill, there is a capacity to accommodate additional riders through 2040 under No Build and Alternatives 8, 11 and 12. In addition to the inter-campus shuttle service, the proposed Transportation Management Program would provide transit and alternative travel modes incentives to reduce employee SOV trips.
3. Hourly parking data collected in February 2014 determined that peak off-street and on-street parking occupancy made up 72 percent of the total off-street parking supply which could accommodate No Build parking demand through 2040. Parking demand for Alternatives 8, 11, and 12 would be within the range of minimum and maximum Land Use Code requirements. Parking management programs have been proposed as part of mitigation to reduce existing and future spillover into adjacent neighborhoods.
4. The MIMP would provide enhancements along the 18th Avenue corridor frontage consistent with the City's Greenway standards. The 18th Avenue neighborhood greenway is still in the planning process with the public outreach anticipated in Fall 2014.
5. Mitigation measures have been proposed to reduce height, bulk, and scale impacts include scale-reducing elements, pedestrian amenities, and landscaping.
6. There are no plans to move the location of the Emergency Room (ER).

Herbaugh, Melinda

From: Jay Hilwig <jayhilwig@gmail.com>
Sent: Saturday, May 24, 2014 9:31 AM
To: PRC
Subject: Written Comment: Project # 3012953

Hello,

I am a resident at 1818 E Jefferson St, Seattle, WA. This is 1 unit in a property of 6 total condominiums.

I have lived here since 2005 along with my wife and 7 year old daughter who attends Leschi Elementary School.

I am opposed to any expansion of the existing structures of Swedish Medical Center Cherry Hill Campus. However, I would like to know how our property, Squire Park Condominiums, would be compensated should the Master Plan as set forth in Master Use Permit dated May 22, 2014, move forward.

Based on the Master Plan, our property would be demolished for new construction. I would like to know how you compensate homeowners in this type of event.

Thank you,
Jay & Kari Hilwig
1818 E Jefferson St
Seattle, WA 98122

Hilwig, Jay

1. There is no proposal to expand the existing campus boundary. Your condominium would not be demolished.

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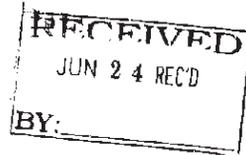
JRH 3012953

Holt, Lee

- 1. Your comments concerning the proposed expansion are noted.

910 15th Ave.
06/22/2014

To: Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019



Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

I wish to express my opposition to the planned expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan and the Draft Environmental Impact Statement. The proposed expansion is fundamentally incompatible with the low-rise, single family character and zoning of my neighborhood. It is imperative to the future of all Seattle neighborhoods for the City of Seattle to follow the recent direction of the City Council to preserve and protect the residential nature of Seattle's many neighborhoods.

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Sincerely,

Lee R. Holt

Lee R. Holt

Hello My name is Jenae and I've been a nurse here for 27 years and a leader in the union. I want to give you the best care. Throughout most of my career I have felt that my employer also wants this, but recently I've seen Swedish/Providence shift focus more on profits. This has threatened the care that I can give you.

Being a good neighbor means that Swedish/Providence understands that the purpose of having a hospital here is to take care of patients/community and to work with the healthcare staff to achieve that best or extraordinary care.

The examples ^{of this} would be more charity care/waiving charity debt. Supporting employees who live ^{or} in this community with affordable healthcare. Working in committee with employees & community to improve patient outcomes through better staffing.

Jenae

1. Your comments regarding working at Swedish, charity care, and support for Swedish workers are noted.

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Listening to the people who provide
care in the neighborhood.

This neighborhood has a wonderful
& rich history & we would like to
help keep it that way

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Cont.

Herbaugh, Melinda

From: Tasleem Kachra <tasleem_k@hotmail.com>
Sent: Thursday, July 03, 2014 9:47 AM
To: PRC
Subject: FW: Project # 3012953, Swedish Cherry Hill

Project Address 500 17th Ave, Seattle

Name: Tasleem Kachra and Jeff Bernard
Project # 3012953 - Stephanie Haines, 22nd fl
Address: 1620 E. Alder St Seattle WA 98122 (one block from Swedish Cherry Hill, at 17th)
email: tasleem_k@hotmail.com

comment: Three comments - parking and driving safety

1. Need better parking solution in the immediate neighborhood. Jeff and I are generally supportive of Swedish Cherry Hill, and in fact, Jeff was a patient for a serious procedure there. The challenge of people parking in the neighborhood will be exacerbated by the expansion. This needs a strong solution, please, not just a sign showing that it has been considered. We live one block away and parking is a big issue, pretty much all day, every day. Staff/patients/visitors park in the immediate areas around the hospital, even more so since the Seattle metered paid parking was installed on the streets right outside the hospital, and people figured out that parking in the neighborhood was free. The RPZ sticker program - which we use - is not enough in itself and we ask that additional solutions are developed.

2. Need a roundabout at 17th and Alder - it's a safety issue. Just one block away, at the 4-way intersection of Alder and 17th, there is no roundabout - which you would see on any other street south of the hospital entrance at Jefferson and 17th - and no stop signs. All of those patients/visitors, many of whom have no idea where they are going, are an issue both with speed and safety. There have been a couple of small vehicle incidences there, but do we need to wait for something serious before taking prevention, particularly outside a hospital?

3. Need controlled parking on Alder between 17th and 16th. Again, all the streets nearby have 2 hour parking limit signs, except for one side of Alder between 17 and 16. Again, just one block from the hospital - see #2 above for parking issues. It looks as if this was an error/overlooked because it's the only side of one block without it. In particular Swedish Hospital staff have figured it out (how do we know - because we see them walking back and forth, morning and evening in their scrubs!) and park there all day.

Happy to discuss any of this further. Sincerely, Tasleem and Jeff

Kachra, Tasleem and Jeff Bernard

1. The evaluation of overall campus parking strategies is currently underway and being addressed by Sabey and Swedish through the Integrated Transportation Board. On-street parking rates are outside the control of Swedish and are set based on SMC guidelines, which only allow a \$0.50 increase per year and a maximum of \$4.00. The parking rates on campus are set to encourage alternative modes and not all employees are eligible to obtain monthly parking rates. Modifying the parking rates represents one component of the overall strategy to reduce traffic demands for the campus and reduce campus related parking in the neighborhoods.
2. Traffic mitigation measures are currently being discussed with the City's Department of Transportation.
3. The DEIS and Final EIS include disclosure of the parking impacts in the neighborhoods surrounding the campus. The TMP identified in the Master Plan and evaluated in the DEIS and Final EIS identified elements intended to decrease the use of on-street parking in the neighborhoods by staff and visitors. This issue would be addressed through a combination of employer directives and overall parking and payment structure for those utilizing the campus parking.

PRC

From: Haines, Stephanie
Sent: Thursday, June 26, 2014 1:32 PM
To: PRC
Subject: FW: Project 3012953

From: Jeff Kaminski [<mailto:jeffk@sct.org>]
Sent: Thursday, June 26, 2014 10:15 AM
To: Haines, Stephanie
Subject: Project 3012953

Stephanie Haines,

I am very much against any expansion of the Sabey/Swedish Cherry Hill Campus. In the last decade they have been completely unable or unwilling to address the traffic and parking problems caused by the patrons. If they are unable or unwilling to acknowledge the current problems they are causing the area, then how can anyone expect them to handle a huge expansion. The current size campus is completely inappropriate for the neighborhood and never should have been built when Providence closed.

The last thing Seattle needs is more hospitals, let alone a hospital in a residential area. Development is unavoidable but it can not and should not continue unchecked.

Sabey is selling its plan as a need. Where are the patients that "need" the hospital going to come from when the neighborhood has been decimated?

This sell out to developers with complete disregard for the neighborhoods is typical Seattle and why it has become a soulless and characterless.

I can only hope the districting of the city council has not come too late to save the livability of Seattle.

Jeff Kaminski
Facilities Manager
Seattle Children's Theatre
201 Thomas Street
Seattle WA 98109

jeffk@sct.org
desk 206.859.4018
cell 206.601.4610

Kaminski, Jeff

1. Your comments on the proposed expansion are noted.

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Camacho, Rodolfo

From: Haines, Stephanie
Sent: Tuesday, July 08, 2014 2:58 PM
To: PRC
Subject: FW: Swedish EIS and Draft Master Plan (DPD 3012953)

From: Sheppard, Steve
Sent: Monday, July 07, 2014 8:37 AM
To: Andy Cosentino (andy.cosentino@swedish.org); Ashleigh Kilcup; VanValkenburgh, Cristina; David Letrondo; David Letrondo ; Dean Patton; Dylan Gloeck; Erik J. Oliner; J. Elliot Smith (jelliots@yahoo.com); James Schell; Katie Porter; Lara Branigan; Leon Garnett; Linda Carrol; Ispelman@comcast.net; Maja Hadlock; Patrick Angus; Raleigh Watts; Sheppard, Steve; Haines, Stephanie
Subject: FW: Swedish EIS and Draft Master Plan (DPD 3012953)

From: Bryan Kern [<mailto:bkern@cablespeed.com>]
Sent: Wednesday, July 02, 2014 3:08 PM
To: PRC
Cc: Sheppard, Steve; Haines, Stephanie; Bryan Kern (H)
Subject: Swedish EIS and Draft Master Plan (DPD 3012953)

To Whom It May Concern,

I currently own a home several blocks from the proposed Swedish Hospital/Cherry Hill expansion (my address is: 2007 East Alder Street). Recently, I was able to attend the open hearing at Swedish/Cherry Hill and was somewhat disappointed that many of the key issues were not directly addressed by the hospital. There were many different groups (on both sides of the issue) with their specific agendas, but they did not seem to address the core issues at stake:

- 1) **Parking.** Currently, I usually need to call the Seattle Police Department to either ticket and/or tow vehicles that are blocking my driveway (or are in violation). In almost every case, it has been an employee (or patient) of the hospital. I understand the need of the hospital to expand/grow to remain competitive and to continue to provide service. There is no question that the work they are doing is critical. However, the hospital is firmly embedded in a highly residential zone (not "light industrial without sidewalks", as was mentioned in the hearing in reference to the draft plan. I assure you there are sidewalks and there are only a few businesses vs. the number of houses in the neighborhood). Since Swedish is not required to pay taxes and will be increasing significantly in size, I do not think it is unreasonable that they make any/all accommodations necessary to increase the amount of parking available to their employees (which their union should be fighting for) and for their patients. This is just common sense. There is some in the plan, but I am not sure this amount will truly address what is needed.
- 2) **Impact on residents.** There are some residents in the neighborhood that will be severely impacted (financially and quality of life) by the expansion. Again, Swedish is a nonprofit that does not need to pay taxes. All of those directly impacted (i.e. homes will be in permanent or semi-permanent shadow) need to be compensated for their loss and/or adjustments made where/when they are reasonable/possible. I hope that the hospital does not just care about the quality of care (and life) of their patients. They should also be concerned about the diminished quality of life they are directly causing on the immediate residents.

Kern, Bryan

1. The Final EIS identifies the required parking supply to meet the peak demand for both 50 percent and 38 percent SOV rates (see Final EIS Tables 3.7-10 and 3.7-15). The parking proposed with completion of the proposed expansion is intended to satisfy the parking needs of the campus. Parking in the adjacent neighborhoods will be addressed through the parking related elements of the TMP such as overall pricing structure and local enforcement techniques (see Section 3.7.4.1 of the Final EIS).
2. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a "reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods." This determination will be made in the DPD Director's Report following completion of the EIS and Final Master Plan process.

3) **Scale/scope of the project.** The proposed scale of the project is completely out of scale for the neighborhood that the project will take place in. I am surprised it's even being considered. As a former project manager for condo conversions within the city, there are many other options (which will cost more money, to be sure) to reduce the footprint/impact of this project. Can't at least 100ft of the project be placed underground? Aren't there any other options? (locate some of the facility in Issaquah, with their other facility?) Again, yes it will cost more. However, if the hospital is truly concerned about being a good neighbor (which they say they are and as a Christian/Catholic organization, I would think this should be a concern). Instead of having neuro-physicians and nonprofits discuss in public hearings how great the hospital is and why the residents should just say yes to the project, they need to be less political and truly address the very tangible/real impacts of this project. That this even needs to be pointed out concerns me. This project will negatively impact a great number of people and that should be considered in the process. It will also benefit many people. Both sides need to be weighed and the issues need to be addressed.

4) **Accidents/traffic volume.** As this is a residential neighborhood with schools (Garfield HS, Seattle U and other smaller/neighborhood schools), I am very concerned about the very real possibility of children being hit. There is a significant amount of traffic that already travels up/down Jefferson which seems to increase as the changes on Broadway have occurred and additional construction in the area. Last year I was involved in an accident (after safe driving/no accidents for 33 years) with a Swedish worker who was late to work. She ran a stop sign. Fortunately I hit her (police cited her), before she hit a mother with small children and some cyclists about to attempt crossing the street. Many of the houses/fences in the neighborhood obscure views and with the additional cars being parked in the area, the obstructions will only increase. I have no doubt there will be many accidents (and possible) deaths as a result, if there are not some significant changes/updates to parking and the traffic flow in the area.

5) **Intent for building.** The additions are for office/research space, not for direct patient care (i.e. more beds). While the indirect benefit to patients from research is enormous, research can often be conducted in different locations using new technology. I am a remote worker, with my team distributed throughout the United States. I completely understand the benefit of having everyone located in one location. However, because this does not require patient rooms, there is a much greater flexibility in the configuration of the space needed for the research. This flexibility should allow for innovative building design to balance the maximization of space with (as much as possible) minimal impact on the local residents/environment.

I truly hope our city council will carefully consider what they may be allowing to occur in the area. Let me be clear. I am not opposed to the expansion. It was only a matter of time and it sounds like it is needed. However, there needs to be some significant review (and modifications) to insure that the neighborhood (and all who use/live/travel through it) are not unduly and negatively impacted.

Thank you,

Bryan Kern
2007 East Alder Street
Seattle, WA 98122
Email: (H) bkern@cablespeed.com

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3. Your comments on the proposed scale of development are noted.
4. As part of the mitigation (see Final EIS section 3.7.4), it has been recommended that a traffic signal be installed at the Jefferson Street/14th Avenue intersection, which will help with some of the safety issues at this location.
5. Your comments on flexibility provided through building design are noted.

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PRC

From: MKerson@bellevuewa.gov
Sent: Wednesday, June 11, 2014 8:00 AM
To: PRC
Subject: Swedish cherry hill

Follow Up Flag: Follow up
Flag Status: Flagged

I read on the Capitol Hill Blog that public comment is being accepted regarding the proposed changes to the Swedish Cherry Hill campus.

I will not be able to make it to the meeting, so here are my two cents:

1. more jobs is good for the neighborhood – let’s encourage more growth! More room for people at the hospital will make more customers for nearby businesses in addition to the jobs directly made by Swedish.
2. Our roads can handle the traffic. Make sure that ped and bike needs are considered, and make sure that transit is well served. The roads in my neighborhood can handle way more traffic – just look at how well the hospitals in capitol hill are managing. I’ve never been stuck in traffic near those campuses and blamed the hospital for it. A vibrant community needs a little traffic, anyway.
3. consider upzoning the heights for the surrounding lots. If people are complaining about how high the Swedish campus is going to be in relation to the surrounding area, then let’s get taller buildings to compete! A vibrant community needs lots of people to live in it, so let’s build them somewhere to live.

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Thanks!
Melissa Kerson (I live near 23rd & Jefferson)

Kerson, Melissa

1. Your comment concerning job growth is noted.
2. The transportation analysis provided in section 3.7 of the EIS includes an analysis in effects on bicycles and pedestrians.
3. Your comments on zoning are noted.

Camacho, Rodolfo

From: Haines, Stephanie
Sent: Friday, June 27, 2014 7:49 AM
To: PRC
Subject: FW: Swedish Cherry Hill

From: Matthew Landers [<mailto:mylanders@gmail.com>]
Sent: Thursday, June 26, 2014 6:17 PM
To: Sheppard, Steve; Haines, Stephanie
Subject: Swedish Cherry Hill

I am writing concerning the plans to expand the Cherry Hill Campus of Swedish Hospital.

The City of Seattle should not support any functions or services of Swedish Hospital while it continues to enact and enforce the Ethical and Religious Directives for Catholic Healthcare Services.

Despite their assurances to the contrary, Swedish has removed all protections for its LGBT workers and patients. They have refused medically necessary reproductive treatments and failed to provide standards of service along the same lines. These actions are inexcusable, unforgivable and intolerable in Seattle and, should not, under any circumstances, be expanded in our city.

If Swedish is to receive any public money or assistance of any kind, it **must** provide all standard reproductive care (including abortions) and respect the human rights and dignity of all of its clients and employees, as well as their families. Public money should be spent on expanding the services of those institutions which rightfully respect all citizens of our city.

Regards,
Matthew Landers

Landers, Matthew

1. Your comments on the provision of reproductive treatment are noted.

1

Peli, Michael

From: Claire Lane <claire.lane2@gmail.com>
Sent: Monday, July 07, 2014 10:51 AM
To: PRC
Subject: Swedish at Cherry Hill - Draft EIS and Draft Master Plan: Comments opposing plan

To whom it may concern,

I am writing today because I do not support the submitted Swedish at Cherry Hill Draft Major Institutional Master Plan proposal. I have grave concerns related to the following issues in the submitted proposal:
Building heights and out of scale building sizes Insufficient setbacks Historic preservation Neighborhood compatibility Transit and access Public good vs. corporate interests

The proposed development is outside of the First Hill Urban Center as identified in the Seattle's Comprehensive Plan and the heights, setbacks, and size out of scale and incompatible with the surrounding residential neighborhood. The current plan would almost triple the size of the current Swedish at Cherry Hill campus. There have been different proposals offered by the community to mitigate the most egregious building size, scale and setback issues - I encourage the City to seriously examine these options and support a plan that better addresses the needs laid out in the the Comp Plan for this neighborhood.

The current proposed buildings cast shadows on too much of the neighborhood and exceed the height limits already decided upon in Seattle's Comprehensive Plan, but the proposed heights and buildings would also damage one of our city's signature views of the Central District, obscuring the historic views of the Swedish Tower (former Sisters of Providence tower). Providence Hospital provided decades of critical health care, playing a historic role in our city, especially for our lowest income residents, from its beginning. The historic view of Providence's tower deserves protection.

The proposed MIMP also does not satisfy the Transit Master Plan. Swedish Hospital has never been in compliance with its current TMP and this MIMP does not provide real transit choices as described in Seattle's Comprehensive Plan. First Hill does not have a light rail stop. The new Broadway streetcar is too far away and up a significant grade. As Metro implements service cuts, only one bus (#3) will stop at the Swedish campus. Bus service along 23rd Ave is also far away and with a significant grade. When 23rd Ave is re-designed later in 2014, it will be reduced to one lane in either direction for a portion through the Central Area, slowing bus service significantly. This plan falls far short of what is needed to meet the City's transit goals.

In addition to the neighborhood's insufficient public transit access, Providence Health Services and the Sabey Corporation's proposed goal for single-occupancy trips by employees is far less than what even Children's Hospital already has achieved (37%) through a committed, ambitious transportation program. Swedish at Cherry Hill already has a poor history for meeting trip reduction and transit use goals, so the proposed goal of 50% trips is not only unambitious, compared to a comparable institution, the neighborhood is deeply mistrustful of their ability to meet their target.

The streets surrounding the campus are residential and minor arterials. They are already clogged with the current traffic to the Swedish Campus. They do not have the capacity for the increase in volume this out of scale development would create. The final MIMP should have ambitious and detailed plans for parking and transit that address neighborhood concerns about residential parking, transit options, trip reduction and traffic mitigation that exceed what Sabey/Swedish is currently proposing.

Lane, Claire

1. Your comments concerning the heights, scale, setbacks, historic preservation, neighborhood compatibility, transit and public access are noted.
2. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center. Your comments on heights, setbacks, and scale are noted.
3. All primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. All proposed changes to the exterior of the original 1910 Providence Hospital building and its connected solarium must be approved by the City Landmark Preservation Board through issuance of a DON Certificate of Approval.
4. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
5. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.
6. The DEIS and Final EIS include disclosure of the parking impacts in the neighborhoods surrounding the campus. The TMP identified in the Master Plan and evaluated in the DEIS and Final EIS identified elements intended to decrease the use of on-street parking in the neighborhoods by staff and visitors. This issue would be addressed though a combination of employer directives and overall parking and payment structure for those utilizing the campus parking.

Finally, I do not support the proposed MIMP because Providence Health Services and the Sabey Corporation have not demonstrated the institutional need of the proposed almost-tripling in size of the Swedish Cherry Hill Campus. They have shown extremely limited interest and skill in working collaboratively or responsively with the designated Community Advisory Committee (CAC) to create mutual goals for our neighborhood and Swedish's expansion. With no additional hospital beds being added, PHS/Sabey has not clarified what space would be used by the hospital and what space would be private office space. While our neighborhood values the health care contributions of Swedish, throughout the past year and a half of neighborhood planning, Sabey/PHS has not clarified which parts of the proposed development will serve Swedish's patients and which will serve the economic interests of Sabey's real estate development goals. In a MIMP proposal that is out of line with several major components of the city's Comp Plan and our neighborhood, it is far from clear how much public good this proposal serves compared to how much is designed to serve long term corporate interests. Other health care institutions (Group Health and Children's) have successfully decentralized some research and non-care functions to other areas of the city already designated for just that sort of development; Sabey/PHS could serve their own long term business goals by doing the same. Yet the submitted plan has no such options, despite requests from the CAC; rather, Sabey/PHS's plan upends the Comp Plan and MIMP process by continuing to ignore such alternatives to fulfill their own business plans. The current campus already has vacant office space/non-medical space. When Swedish Hospital aggressively expanded in Issaquah, it almost went bankrupt and was purchased by PHS: Swedish has overbuilt space it couldn't fill in the past. It is making the same mistake with this plan, while creating massive changes and negative impacts for this historic neighborhood and its residents - and a deeply troubling precedent for future MIMPs across the city in the future.

Swedish at Cherry Hill can have a world class facility while abiding by existing land use decisions and code. I encourage the city to carefully examine this MIMP, the good faith efforts of the Community Advisory Committee to find reasonable alternatives that respect the city's planning processes and goals as well as Swedish's needs, and to reject the current MIMP submitted by Sabey/PHS in favor of a more reasonable, scaled down, sustainable plan.

Sincerely,
Claire Lane

832 16th Ave.
Seattle, WA 98122
Claire.Lane2@gmail.com
(206) 446-0966

7

7. Your comments on need are noted.

Arthur Kristian Langlie

June 16, 2014

Public Resource Center
Department of Planning & Development
City of Seattle
P.O. Box 34019
Seattle, WA 98124-4019

3012953
6/23/14
JRP
RECEIVED
JUN 19 REC'D
BY:

Re: Swedish Cherry Hill MIMP Draft Environmental Impact Statement (EIS) and Draft Master Plan
Project number – 3012953 Project address – 500 17th Avenue, Seattle

Dear Sir or Madam:

I write regarding the current comment period for the Swedish Cherry Hill Master Plan. I attended the hearing last week but was not able to make public comments, thus this letter.

The First Hill/Cherry Hill neighborhood has over the years developed well as an area of the city that weaves a good mixture of single family, institutional, and multifamily. Some of our finest institutions are located in this area including the two Swedish medical centers, Seattle University, multiple other educational facilities, religious facilities and housing.

As a member of a family that has been connected to Swedish and their operations for a number of years, I can attest to the value of the institution not only to that neighborhood but our city in general. For over 40 years my Grandfather was associated with Swedish as an orthopedic surgeon, as well as the head of the hospital for several years. During those years, and in more recent times, Swedish has provided exceptional care, made it available to anyone regardless of ability to pay and has always operated as a good neighbor. They have also developed facilities that work with the surrounding diverse architecture. I'm sure that parking and traffic are a challenge, as they are nearly everywhere in the city, but there appears to be a process in place for resolving that issue.

Swedish also has wisely partnered with Sabey Corporation to develop facilities for them that work not only for the cutting edge medicine of today and tomorrow, but for the neighborhood. The inclusion of extensive parking planning, attractive exteriors and well thought out flow of people during care and in general site visits, has made Sabey an excellent partner for the institution allowing Swedish to do what they do best on the care front, and Sabey to continue their long history of proactive planning and quality construction.

I was confused by the detractors that presented at the hearing since most of their issues focused on subsidized medical care or free care, while most of the actual neighbors were very positive about having Swedish in their neighborhood. It seems the cost of healthcare and the payment thereof, belongs with the people in charge of the Affordable Care Act, and not on a group attempting to expand care options and availability. I might also point out that both Swedish and Sabey use a skilled workforce, the majority of which are unionized. The presence of SEIU as the "anti" organizer was even more confusing since union wages are at work in the hospital on and on the construction of new facilities. Why are they using a land use process to further their labor goals? We have seen these used to slow or stall reasonable development before and good land use decisions should not be mixed with political agenda.

I hope the City of Seattle will support the expansion of this quality facility, the addition of more available healthcare options and more family wage jobs through construction and operations of Swedish Cherry Hill.

Sincerely,

Arthur K. Langlie

13205 8th Avenue NW
Seattle, WA 98177

Langlie, Arthur

1. Your comments concerning your experience with Swedish and the partnership with Sabey is noted.

1

Herbaugh, Melinda

From: barbanddavid <barbanddavid@wavecable.com>
Sent: Thursday, July 03, 2014 11:26 AM
To: PRC

Hello,

We are concerned residents of the central area/squire park neighborhood and have been active for years taking care of the city streets, traffic circles, picking up garbage, planting trees and trying to bring greenspace to this cityscape. My husband and I have been involved with the pollinator pathway project, an experimental project which has gotten national recognition and is serving to teach local students and others about pollinators (pollinatorpathway.com headed by Sarah Bergmann). It runs from our house at 15th and Columbia all the way to 29th and Columbia. There are plans to hopefully expand this to other streets in Seattle neighborhoods as well as other cities. It is a project to bring the bees and pollinators back to the city and make the space we all live and work in as healthy as possible. Many, many people volunteered (and still do) their time to plant and care for these spaces and the city helped to fund it. I, for one, am a believer in prevention of disease by healthy living and environment. We have invested huge amounts of time, energy and resources into this project as have many others. Homeowners sign papers to the effect that they will be responsible for watering, pruning and otherwise caring for these city parkways. This shows the amount of dedication residents have for their shared outdoor living space (our water bills run to \$400.00 in the summer). That said, we view the Sabey/Swedish venture to pave more area, bring in more traffic, block our views and sunlight and generally threaten the health and well being of this neighborhood as contraindicated. We are already surrounded by these kinds of buildings and are doing our best with projects such as the pollinator pathway to mitigate the circumstances. The research facility belongs elsewhere.

Sincerely,

Barbara and David Ledingham

Ledingham, Barbara & David

1. Your comments concerning pollinator pathways are noted.

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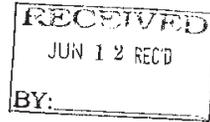
3012953
6/13/14
WPH

Ledingham, Barbara & David

1. Your comments on the compatibility of the proposed expansion are noted.

June 10, 2014

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019



Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

We wish to express our opposition to the planned expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan and the Draft Environmental Impact Statement. The proposed expansion is fundamentally incompatible with the low-rise, single family character and zoning of our neighborhood. It is imperative to the future of all Seattle neighborhoods for the City of Seattle to follow the recent direction of the City Council to preserve and protect the residential nature of Seattle's many neighborhoods.

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Regards,

Handwritten signatures of Barbara and David Ledingham.

Barbara and David Ledingham

Peli, Michael

From: David Loud <doloud8058@q.com>
Sent: Sunday, July 06, 2014 11:39 AM
To: PRC; Sheppard, Steve
Cc: Thu-Van Nguyen
Subject: Swedish Cherry Hill MIMP DEIS and Master Plan

Dear Department of Planning and Development:

I have lived since 1987 at 815 18th Avenue, Seattle 98122 with my wife Thu-Van Nguyen. We have raised four children here. We and others in our family have had many episodes of receiving health services at Cherry Hill over the years, and the care was on the whole excellent. We have recently attended several meetings about the proposed Swedish expansion at Cherry Hill, and wish to add our comments for your consideration:

- We appreciate the valuable services Swedish Cherry Hill provides to the community, and we acknowledge the value of building a world-class neuro-sciences program there.
- But we agree with those in our community who reject the project's proposed bulk, height and scale as totally inappropriate to what is and should remain a predominantly single-family, low-rise residential neighborhood. As proposed, the expansion would have serious harmful effects on the neighborhood.
- We have not been convinced by any of the presentations by Swedish that the proposal is properly based on the future needs of patient care and services on this campus. We suspect the scope of the proposal is driven by the corporate interests of Providence Health & Services (AKA Swedish) and Sabey, Inc. It is extremely frustrating that we have not been able to get adequate answers on what programs and functions would be located on this campus.
- For example, is it true that the expansion would include a large data center? If so, is this something that inherently needs to be on the campus in connection with patient services there, or could it be housed elsewhere?
- Significant portions of the campus were sold by Swedish to Sabey, Inc and now house non-Swedish businesses. Why is some of this space not available for the proposed Swedish expansion?
- Please note that we would *not* support moving the NW Kidney Center out of its 15th Avenue location, as this is a wonderful community-minded program that represents a huge recent investment by NKC.
- We have been disturbed by the cavalier attitude of some of the Swedish Neuro-sciences Institute representatives at the CAC meetings. This amplifies our suspicion that proposed expansion did not consider the needs of the surrounding community.
- We were offended, as many in the neighborhood were, by the "Growing to Serve You Tomorrow" mailer we received just before the June 26 CAC meeting. This, too, reinforced our feeling that Swedish/Providence is not concerned with the needs of the neighborhood but is just engaged in a slick PR campaign to make it appear so.
- We support the call for the CAC to add members who live in the immediate neighborhood of the Cherry Hill campus.

Thank you for including our comments in your deliberations. We will continue to attend CAC and Squire Park Community Council meetings, talk with our neighbors and advocate for neighborhood-friendly changes to the proposed expansion.

David Loud
Thu-Van Nguyen

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Loud, David

1. Your comments concerning the proposed height, bulk, and scale are noted. The services provided by Swedish at the Cherry Hill campus are included in Section A.2 of the Master Plan.
2. A data center is not proposed.
3. The Master Plan acknowledges (page 2) that: *"in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements..."* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
4. Your comments on the NW Kidney Center are noted.
5. Your comments on Swedish communications are noted.
6. Your comment on CAC membership is noted.

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916 – 17th Avenue, Unit B
Seattle, WA 98122
July 3, 2014

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

My name is Lorie Lucky and I live 2.5 blocks north of the Swedish/Providence/Sabey campus, which sits between East Cherry Street, East Jefferson Street, 16th Avenue and 18th Avenue.

The current plan for the Providence campus of Swedish is of a mass and size which is completely incompatible with the surrounding neighborhood, which is a residential neighborhood of primarily one and two-story residences. At the outset of the new Providence MIMP, the design included the closure of both 16th and 18th Avenues between E. Cherry St., and E. Jefferson St., thus creating a monolithic building in the midst of the Squire Park neighborhood that would effectively cut this Central District area into two, block access to public transit stations along E. Jefferson St., and begin a highly resisted transformation of our neighborhood into one with mass buildings and a high-rise. One of the great losses along Pacific Avenue from the Montlake Bridge to 15th Ave NE has been the extremely unfortunate construction of a building which seemingly has no clear entrances and exits for the public (except for the UW Hospital entrance), and which completely sheers the public away from easy access to Portage Bay and the Montlake Cut. The new planning for Providence shares this interest in a monolithic structure that would take up a large part of the Central Area, and yet provide highly questionable services to the area.

My critique of the Swedish-Sabey plans lies beyond the scope of what my neighbors and I are allowed to consider, either those of us who attend the meetings or those who actually sit on the Citizens Advisory Committee. According to both City and Swedish-Sabey representatives, we are not allowed to critique the actual purpose(s) of additional space at the Providence campus, nor are we allowed, except in the very broadest of terms, to know what Swedish-Sabey actually intends for any new structures and additional square feet at the Providence location.

At one of my first CAC meetings the then Chief Administrator for the Providence campus spoke in glowing terms of how happy we should be about having a “world-class center for cardiology and cardiac-related problems”, along with a “world-class neurological center” located in our neighborhood. But the overall plan for the Swedish-Sabey buildings is extremely opaque. For example, representatives for the nurses’ union #1199 have begun attending the CAC meetings,

Lucky, Lorie

1. Your comments on the compatibility of the proposal with the neighborhood are noted.
2. Your comment on the need for space is noted.
3. Your comments on Swedish communications are noted. Cardiac services remain at Cherry Hill.

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and they asserted that Cardiac services have been moved to the Swedish First Hill location. This has been confirmed by a Swedish representative at a later meeting.

What we want is more transparency from Swedish regarding the purposing of any new construction and additions to the current Providence campus.

What we want to know is what do these buildings offer our residential community? The argument regarding “world class facilities in your neighborhood” fell on somewhat deaf ears, considering that almost everyone in the immediate neighborhood is within one mile of Harborview; a universe of medical options on First Hill; and within five or six miles of the UW Medical Center. Many of us are concerned that the intent of the builders may be at least two-fold, and that is: (1) Enhanced space for offices and research facilities involved in R&D, and (2) biotech companies. The Central Area is not a neighborhood which sees itself as a home to such land use. The surrounding neighborhoods are some of the city’s most diverse, and the history of the neighborhood as an historical site for some of Seattle’s earliest Jewish settlers, followed by Seattle’s black community, is a rich history we emphatically feel must be preserved.

Additionally, the medical plans and strategy as vaguely suggested to us by Swedish-Providence representatives run contrary to the aims of both the federal Affordable Care Act (ACA) and the new local approach by Boeing to move toward an “Accountable Care Organization (ACO)”. Both of these new strategies for providing health care services are *heavily* reliant on primary care providers, and yet apart from offering a small training center for residents, there has been nothing from Swedish-Sabey to suggest that either primary care residents or physicians would be significant players in their plans for additional space.

And finally, could we not say that certain urban areas are “*medical deserts*”? That is, there may be neighborhoods that major medical institutions fail to serve in any way, be it by way of neighborhood clinics, nearby hospitals, or stand-alone emergency service-centers. One representative from Southeast Seattle attended a CAC meeting to plead with Swedish/Providence for a clinic in Southeast Seattle. According to the speaker, residents of SE Seattle often have to take one hour+ bus trips in order to reach medical offices on First Hill. Then after their medical appointment they have to take the same lengthy bus trip back to SE Seattle. I have yet to hear one official from Swedish/Providence speak to the medical desert that is SE Seattle, or any other Seattle neighborhoods which may be considered “medical deserts”. Not that this situation should be overlooked by Seattle’s *other* major medical providers, but we are the ones confronted by a proposed expansion by Swedish-Providence when other neighborhoods receive no consideration whatsoever. The fact that one or more Seattle neighborhoods would like an increase in medical services while we are fighting the increased bulk of Swedish/Providence/Sabey is something that should perhaps be addressed by the full City Council. The proper siting of medical facilities to treat the greatest number of Seattle citizens with efficiency should be a part of the discussion and part of the process of the City government as well.

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Cont.

4. SMC 23.69.008 Permitted uses allows for “*All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.*”

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5. Swedish is affiliated with Providence Health & Services in an “accountable care organization (ACO)”.

6. Your comments concerning neighborhood medical clinics are noted.

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Thank you for your attention to my comments.

Sincerely,

Lorie A. Lucky

/lal

cc: Steve.Sheppard@seattle.gov
Squire Park Community Council

bc: Selected neighbors of Squire Park

June 29, 2014

Public Resource Center
Department of Planning and Development
City of Seattle
P.O. Box 34019
Seattle, WA 98124-4019
Master Use Permit Project Number: 3012953
Project Address: 500 17th Avenue, Seattle, WA 98122

To Whom It May Concern,

My comments concerning *the Swedish Cherry Hill Draft Environment Impact Statement (EIS) and Draft Master Plan* are stated below.

- 1) **Alternatives 8, 9 and 10** are not aligned with the beauty of the residential neighborhood at *Cherry Hill*. The planned growth and expansion are not well thought out. They put too much strain into a quiet residential community. They do not conform to the intentions of earlier city plan for the lot in question to be used as a buffer zone. Respect to the residential community in the area should be the first foremost priority of the city. There is already a well-prepared comprehensive documentation on its negative impacts to the neighborhood that city planners need to review and take into considerations seriously before making their decision on the proposed master plan.[▼] **1**
- 2) Please keep the development to a scale that fits well with the residential community surrounding it. **2**
- 3) The size, height and construction plan proposed by *Swedish Providence* partnered with the real-estate developer *Sabey Corporation* are outright disrespectful to the residents in the neighborhood. The proposed expansion will forever negatively change the quality of life of current and future residents in the *Cherry Hill* neighborhood. It interferes and disrupts the tempo dynamics of a calm residential atmosphere. We live adjacent to the lot and feel violated by such a large structure standing next to our home. **3**
- 4) Livelihood of the residential community will be severely impacted by the expansion growth planned by *Swedish Providence* partnered with the *Sabey Corporation* in terms of traffic noise (e.g., big trucks at loading and unloading docks for 24-hours delivery, occasional inconsiderate drivers with excessive speed commuting to the hospital and *James Tower* medical facilities), traffic congestion, endangered pedestrian safety and improper street parkings by outpatients, visitors and staffs of the medical facilities, blocking our driveway creating hazards for us when we enter and exit our driveway. These are constant daily problems we have to face as residents living adjacent to the *Swedish* hospital and *James Tower* medical facilities. The hilly streets are not designed to accommodate any more growths; they are designed for single-family residences. **4**

Ly, Uy-Loi

- 1. Your comments concerning the Alternatives are noted.
- 2. Your comment concerning the scale of development is noted.
- 3. Your comments concerning the size and height of the proposed expansion are noted.
- 4. Ensuring adequate space for off-street loading has been noted by the City. The EIS describes the impacts of traffic and parking in Section 3.7.3.

[▼] Review of the Swedish at Cherry Hill Draft Major Institutional Master Plan MIMP dated 2014-05-22.

- 5) Sidewalks along *Cherry* become favorite pedestrian walkways for many *Seattle University* students living in the neighborhood and commuting to *University of Washington* by catching buses route 48. Clearly increased traffic from the expansion will interfere with pedestrian safety crossing the side streets.
- 6) Geography of *Cherry Hills* is a hill. Low visibility is at every intersection along *Cherry* and the cross streets: 15th, 16th, 17th, 18th and 19th; all converted to one lane street with traffic circles! Accidents happened so often even before the proposed expansion. City planners should consult accident and incident reports that occurred in the area to be well informed on issues of traffic safety in the neighborhood. *Cherry* (a single-lane in each direction) is becoming a heavy thoroughfare for commuters. Cars exiting from cross streets have serious challenges to cross the intersections. Residents backing out of their driveway face horrified challenges from inconsiderate speedy drivers who nearly rear-ended us in many occasions (*Please come by my home and I will personally show city planners the traffic problem we are facing everyday*). To properly control congestions future traffic lights will need to be installed for safety at every intersection, and the congestion problem can only be further aggravated by the expansion. Residential speed limits of 25 mph must be strictly enforced since we are sharing our roads with bicycles; with a narrow dedicated bike lane in the uphill direction and without a dedicated bicycle lane in the downhill direction; and our residential driveway exits directly onto *Cherry*.

The following are additional personal observations as a resident living in the neighborhood over the past 24 years on *Barclay Ct.* during the early days and currently on 19th avenue. My wife Kim-Lien Ly and I had recently restored a *historical* home at the corner of 19th and *Cherry* (*See email attachment at the end*). We intended it to be the home of our children, grand children, etc... for many future generations of the Ly family. Both of our sons were graduates of *Garfield High School* and my daughter from *Holy Name Academy on Capitol Hill*. We cherish the residential neighborhood and would like to see it remained pristine for our family and other families to enjoy.

My strong oppositions on the proposed master plan are re-iterated below.

- Any commercial development on a hilly slope is slippery at best. It is certainly not an easy hill to climb. People trying to get access to commercial business offices at medical research facilities side-by-side to a hospital on a daily basis will be difficult at best with no convenient mass transit to the area. As usual, parking spaces never fully accommodate the unanticipated demand. There are other appropriate places and better suited locations for these types of commercial development of mixed medical and research facilities; i.e., far away from a thriving residential neighborhood and not on top of a hill; for example, in the corridors of Downtown, Lake Union, SODO districts. Just think about how to access these medical and research facilities on a snowy-icy day climbing *Cherry Hill* streets along *Jefferson* and *Cherry*.
- Whether Seattle will be rated as the most livable city will depend on the existence of a sustainable *residential community* surrounding the city center. Space development for medical research in a beautiful residential community of *Cherry Hill* would diminish the quality of life of the citizens in this neighborhood. City planners need to consider the long-

5. Traffic signals have been identified at two key intersections in the campus vicinity as mitigation for the project (see Final EIS section 3.7.4.2). The locations are the 16th Avenue/E Cherry Street and 14th Avenue/E Jefferson Street intersections.
6. Your comments concerning the topography of the area are noted. Section 3.7.2.7 Traffic Safety of the Draft and Final EIS provides a review of the past 3-years collision history in the study area. In addition, the Final EIS provides a review of the City's 2014 High Collision Locations (HCLs). Section 3.7.4.2 notes mitigation related to HCLs that are impacted by the Build Alternatives.
7. Your comments concerning commercial development are noted. Traffic signals have been identified at two key intersections in the campus vicinity as mitigation for the project (see Final EIS section 3.7.4.2). The locations are the 16th Avenue/E Cherry Street and 14th Avenue/E Jefferson Street intersections.

term impact of any such development upon the residential community. City planners need to define boundaries for business growth that blend seamlessly with the local residents and not to interfere with and interrupt the quality of life of its residents. The first priority should be to maintain and create opportunities for future generations to raise families in the midst of our great city.

- Seattle city planners need to look at the commercial development with an eye and heart toward the people living in the residential community as their first priority. Moreover, the residents who live here are the people most impacted. Doctors, nurses, in-patients and outpatients, medical support staffs, medical students, and delivery truck drivers are all *transients* to the neighborhood. They only visit the location for work-related and medical purposes; while residents in the neighborhood are permanent fixtures in the occupied space; living and breathing entities that are present 24 hours a day and 365 days a year in a space called home. Our life suffering will be permanently inflicted by the expansion of *Swedish Providence* partnered with the real-estate developer *Sabey Corporation* adjacent to our home on 559 19th Avenue.
- *Swedish Providence* is a ~~health care~~ *business* for profit and its primary objective is to create a vast amount of revenue generated from patients (while treating them). *Swedish Providence* has no feelings as to whether their expansion hurts the local residents in the neighborhood. At CAC meetings, we constantly heard advertisement of how great *Swedish Providence* is in providing health care ignoring the fact that that it is their mission and disregard the dissent from the residential neighborhood on their planned expansion. *Sabey Corporation* and *Swedish Providence* are buying off residential properties adjacent to the development lot in an attempt to slowly gain control overpowering the decision of the remaining residents that object and resist to the development.
- Fabrics of our society are based on having people residents that populate a city. How do the characters of a city be defined? The answer is obviously by its residents. Allowing the building of a structure that shadows a residential community (that was there a century prior to the existence of any medical/research institutions) is irresponsible and only fosters a sense of injustice against the citizen of *Cherry Hill* at best. Recently a man (stranger to us) came to our house telling us that his grand-parent and siblings were born in our house; a house we lovingly restored was a home where his grand parents were raised; sharing some good memories of the house with us and thanking us for keeping his grand-father childhood memories preserved (*See attachment on next page*). This is what preserves the greatness of a *residential* community. This is the kind of stories we will miss when a residential neighborhood vanishes.
- Expansion needs to respect the quality of life for the current residents. Residents are permanently rooted in the lot space that their home was built on. Growth beyond the capacity that a residential community can sustain and non-esthetic over-scaled architectural design overshadowing the neighborhood must not be permitted. A shadow of “death” will be casted over a beautiful *Cherry Hills* residential community for many generations to come if such a towering 200-ft building is allowed to be built on the formerly dedicated commercial-residential buffered transition zone. Height should be limited to less than 36 ft

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Cont.

8. Your comments concerning Swedish patients, staff, visitors, and suppliers are noted.

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9. Swedish is a private, not-for-profit organization.

10. Your comments concerning the history of the neighborhood are noted.

11. Your comments concerning quality of life and height of buildings are noted.

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so that the building will blend seamlessly with the residential neighborhood. (Certainly, developers can design a 500-ft tall building with the desired building footage of 3.1 million gross SF below ground and still be above the street level of 12th avenue well connected to a light-rail underground with the help of *Bertha*).

- *LEAN* design should be the model for any space expansion for medical and commercial use to be built on formerly residential-zoned lands. *Swedish Providence* has to be smart and creative in their planning to meet their need for spaces with innovative solutions; i.e., do more with less, find better ways to re-use the existing spaces. Nowadays, mobile medical service can serve a much wider community effectively and efficiently along with advanced remotely operated surgery technologies. Medical research is now a global collaborative venture and not constrained within the confine of a medical research building.
- Existing infrastructures have already been in place, built to serve and support the local residential community such as schools, churches and amenities; they will be forever impacted by commercial expansion. Families living in the neighborhood will attend schools, go to churches and shop at amenities that serve the neighborhood; not people working in commercial buildings.

We only hope that wisdom transcended from our ancestors, the early residents of *Cherry Hill* neighborhood, provide all of us the requisite strength and resolve to preserve the greatness of this residential community for future generations to enjoy and to build memories upon.

Sincerely,

The Ly family:

Dr. Uy-Loi Ly and Kim-Lien Tran Ly

Andrew ViLuan Ly, Jessica MyThienLuan Ly and Christopher DieuLuan Ly

11
Cont.

12. Your comments on the LEAN design methodology are noted.

13. Your comments on the neighborhood are noted.

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City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

RESIDENT/HOMEOWNER IN NEIGHBORHOOD ? I
PREFER OPTION ONE AND BUILD

1

Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes ___ No

Name EMILIE MASLOW

Street/P.O. Box 443 14TH AVE

City SEATTLE State WA Zip 98122

E-mail _____

Place Stamp Here

Maslow, Emilie

1. Your comment and preference is noted.

Peli, Michael

From: Tatiana Masters <masterstatiana@gmail.com>
Sent: Wednesday, July 02, 2014 3:51 PM
To: PRC
Subject: Make Swedish a good neighbor

Stephanie Haines, Land Use Manager
Department of Planning and Development

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines,

All of us in economically and racially diverse Cherry Hill love our neighborhood. I want to join with the many neighbors who have spoken against the Swedish Hospital expansion project at Community Advisory Council meetings.

The proposed new developments are out of scale with our residential neighborhood. I recently learned about neighborhood resistance to Children's Hospital's recent expansion. Their activism capped building heights at 125 feet, the maximum height appropriate in a residential neighborhood. Our neighborhood is as worthy of this consideration as Laurelhurst.

Make Swedish Hospital be the good neighbors that they claim they want to be. Keep those buildings appropriately scaled. Don't let a big corporation -- hiding behind myths about their service to the community -- destroy our neighborhood's wellbeing for the sake of profit.

Thank you,

Tatiana Masters
620 - 20th Ave

1

Masters, Tatiana

1. Your comments on the proposed scale of development are noted.

Camacho, Rodolfo

From: Tatiana Masters <masterstatiana@gmail.com>
Sent: Friday, June 13, 2014 12:21 PM
To: PRC
Subject: Swedish/Sabey development on Cherry Hill

Stephanie Haines, Land Use Manager

Department of Planning and Development

Ref: Master Use Permit No. 3012953

Project Address: 500 17th Avenue

Dear Ms. Haines,

I have lived at 620 - 20th Ave, near what is now Swedish Hospital, for over 15 years. This vibrant residential neighborhood is home to people of different income levels, races, and ages. We all treasure our neighborhood's character.

The proposed new developments at Swedish by Sabey Corporation (Master Use Permit No. 3012953) are a terrible idea for many reasons. Among these reasons are:

1. Out of scale with our neighborhood
2. Traffic increases would affect safety of pedestrians and cyclists
3. More medical development not needed in this location

Please make Seattle city government an advocate of citizens in this case, not of greedy developers. Keep Swedish/Sabey's Cherry Hill buildings at the scale they are now.

Thank you,

Tatiana Masters

Masters, Tatiana

1. Your comments on the scale of development and traffic are noted.

1

Peli, Michael

From: Troy Meyers <troy.meyers@gmail.com>
Sent: Monday, July 07, 2014 11:29 AM
To: PRC
Subject: Swedish Cherry Hill MIMP project number 3012953 at 500 17th Avenue

Troy Meyers
1705 E. Columbia Street
Seattle, WA 98122

Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, Washington 98104-4019

RE: project number 3012953 at 500 17th Avenue

The Height, Bulk and Scale of the proposed Swedish development in the draft MIMP is incongruous and incompatible with the Cherry Hill neighborhood it calls home. Cherry Hill is NOT in an urban village or urban center. The proposed setbacks do nothing to mitigate buildings that are eight times the height of the surrounding lowrise residential zoning.. It will bring unreasonable hardship and impact to the nearest neighbors while negatively impacting the lives of everyone who lives or works in the Central Area.

The proposed expansion is in direct conflict to the health care trend of wellness care and centralized goals via decentralized delivery. Swedish/Providence have failed to explore other options and demonstrate why here and why so big. Let me repeat Swedish/Providence has yet to demonstrate why they need to expand so much and why it needs to be on the Cherry Hill Campus in a residential neighborhood.

Swedish and Providence before it have failed to meet the obligations of the transportation management plan (TMP) since it was first implemented over twenty years ago. Sabey until recently denied that they and their tenants were even required to participate; all the while the city has failed to hold Swedish or Sabey accountable to the TMP. King County has just cut transit service to the Cherry Hill campus for the foreseeable future and the the proposed plans will see an increase of 11,000 cars each day
. There is no way that Swedish will be able to meet the requirements considering those factors.

In 2002, Sally Wright former Vice president of Communications for Swedish said "The organization is stepping back a little bit now and looking at all of that real estate, Maybe we don't need all of the real estate we're sitting on." As a result Swedish sold half of the campus to Sabey. There has been and continues to be unleased space on the campus that is going unused. Sabey developed the property for biotech tenants other then Swedish or it's parent Providence. Now a decade later Swedish says it is at capacity and must expand. It is clear that Swedish has confused wants for needs. The majority of the space that Sabey currently owns is leased to non-Swedish/Providence tenants and does not meet the city's definition of a licensed hospital and therefore should be exempted from the benefits allowed by the MIMP process.

Swedish points out that due to existing facilities age and use, redevelopment of those assets is not feasible. It is unreasonable that Cherry Hill should have to bear the burden of Swedish's poor planning. None of the

Meyers, Troy

1. Your comments on the proposed scale of development are noted. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center.
2. Your comments concerning need for development are noted.
3. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
4. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
5. Your comments concerning the reuse of space and the First Hill campus are noted.

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proposed plans have explored the option of using existing space at Cherry Hill more effectively combined with other locations. The First Hill campus is just blocks away, is much larger, already has buildings of the proposed heights, has appropriate transit and is in an urban village.

Providence moved into a residential area when the hospital was originally built and has grown significantly since then. That said, this continues to be a lowrise residential area. Swedish needs to consider a much more reasonable development within the existing MIO heights; if they are not able to achieve their goals within those restrictions then they need to accept that Cherry Hill is not an appropriate location and consider other alternatives.

I am not anti-Swedish or anti-development, very much the opposite but in reviewing the DEIS it is impossible to overlook the incomplete, inaccurate and often biased information and come to any conclusion other than, this development, as proposed is inappropriate.

I am asking that the City of Seattle protect the livability and vitality of the neighborhood and deny any expansion that can not be accommodated within existing provisions. Additionally the city should deny any special treatment for Sabey as they are a private developer that does not provide the public benefit that the MIMP process was intended to reward.

Best Regards,

Troy Meyers
, President
Columbia Court Condominium Associations, Inc.

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Cont.

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6. Your comments concerning location are noted.

7. Your comments concerning the DEIS, livability of the neighborhood and Sabey's role are noted.

Herbaugh, Melinda

From: Haines, Stephanie
Sent: Tuesday, June 17, 2014 11:09 AM
To: PRC
Subject: FW: Cherry Hill Expansion support for Project#3012953

From: Arceo-Schulz, Regina [<mailto:Regina.Arceo-Schulz@swedish.org>]
Sent: Tuesday, June 17, 2014 9:31 AM
To: Haines, Stephanie
Subject: FW: Cherry Hill Expansion support for Project#3012953

From: Linda Moran [<mailto:Lindy53061@comcast.net>]
Sent: Friday, June 13, 2014 10:46 PM
To: Arceo-Schulz, Regina
Subject: Cherry Hill Expansion support for Project#3012953

Linda M. Moran
1609 S. Union Ave #307
Tacoma, WA 98405
H: (253) 566-2694
C: (253) 988-6224
June 10, 2014

Dear Regina,

I write in support of the proposed master plan at Cherry Hill. I know from my own experience that such an expansion will benefit patients who need and receive care at Swedish. Having such accessible opportunities to quality providers is a great benefit not only for patients like me, but also the communities Swedish serves.

I have been a patient receiving care at Swedish for MS since 2010. When I first came to see Dr. Bowen his office and MS Center was in James Tower. While I also saw other doctors on my health care team, they were not co-located with Dr. Bowen. The creation of the MS Center at Cherry Hill has made a significant difference for me. It is significant because I am now able to see my team in one location. I and others like me are able to participate in meaningful activities, like a MS support group, exercise and other activities. I am sure there are others like me who also do or will receive care at Swedish for other kinds of health care issues. The expansion of Cherry Hill will allow others to receive similar health care advantages. When I was diagnosed with MS in 2001, there was and still is not a MS Center of the quality of Swedish in Tacoma or the South Sound in general. So I chose Swedish to get the best coordinated care for me. Though I need to travel for appointments and activities, I know I have made a good choice and I am sure that my health is the better for it.

Sincerely, Linda Moran

Moran, Linda

1. Your comments concerning health care at Swedish are noted.

1

Camacho, Rodolfo

From: Haines, Stephanie
Sent: Tuesday, July 08, 2014 3:02 PM
To: PRC
Subject: FW: DEIS

From: Aleeta Van Petten [<mailto:aleetavp@yahoo.com>]
Sent: Thursday, July 03, 2014 11:34 PM
To: Haines, Stephanie
Subject: DEIS

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue, Seattle, WA 98122

Dear Stephanie,

Considering that the old Providence Hospital James Tower is a City of Seattle Historic Landmark, it deserves treatment under historic preservation policies.

Proposed alternatives 8, 9 and 10 would completely obscure views of the tower from the north and west.

Considering that there are currently multiple views of the tower from Broadway, many east-west streets and sections of I-5, each of the alternatives would be in direct conflict with the historic preservation policy which requires sympathetic facade, street and design treatment and as such disallows any structures that block the tower from public view.

To quote from the city's historic preservation policy: "When a project is proposed adjacent to or across the street from a designated site or structure, the decision maker shall refer the proposal to the City's Historic Preservation Officer for and assessment of any adverse impacts on the designated landmark and for comments on possible mitigating measures."

For this reason, the current plans for the expansion are not acceptable.

Please enter this into the public record regarding the DEIS.

Jerome Mueller
732 15th Avenue
Seattle, WA 98122

Mueller, Jerome

1. Page 3.6-12 in the second paragraph under 3.6.2.3 Current MIO Boundary, describes that the original 1910 Providence Hospital is a City Landmark. All primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same.
2. Page 3.6-13 of the EIS, in the center of the page, describes that Any new construction adjacent or across the street from a designated City Landmark will be referred to the Historic Preservation Officer for review, per SMC 25.05.675H2d.

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Herbaugh, Melinda

From: Haines, Stephanie
Sent: Thursday, June 19, 2014 5:11 PM
To: PRC
Subject: FW: Swedish Cherry Hill MIMP, Project Number 3012953

From: CherryHill.SwedishMIMP.org Website [<mailto:ryan.muff@gmail.com>]
Sent: Thursday, June 19, 2014 5:10 PM
To: Sheppard, Steve; Haines, Stephanie
Cc: enauseda@frause.com
Subject: Swedish Cherry Hill MIMP, Project Number 3012953

Dear Mr. Sheppard and Ms. Haines,

Swedish Cherry Hill MIMP Draft Environmental Impact Statement (EIS) and Draft Master Plan
Project number: 3012953, Project address: 500 17th Avenue, Seattle

I am writing in support of Swedish's proposed master plan at its Cherry Hill campus located at 500 17th Avenue (project number 3012953). It is imperative that Swedish expands its current campus to meet the growing need for healthcare and to treat and find cures for cardiovascular and neurological diseases. Please approve this plan as quickly as possible.

Regards,
Ryan Muff
PO Box 1033
Tenino, Washington 98589

Muff, Ryan

1. Your comments and preference are noted.

1



Swedish Cherry Hill MIMP EIS (DPD # 3012953)
Draft EIS and Draft Master Plan Comment Sheet

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 8. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

Comments:

I'M AN OWNER/RESIDENT RESIDING IN THE SQUIRE PARK NEIGHBORHOOD ADJACENT TO THE PROPERTY IN THIS MIMP. I OPPOSE ALTERNATIVES 8, 9, AND 10 IN THE STRONGEST TERMS POSSIBLE. I PREFER ALTERNATIVE 1. I BELIEVE SWEDISH CAN MEET FUTURE NEEDS WITH EXPANSION OF FACILITIES GRACEFULLY. THE EXPANSION ALTERNATIVES PRESENTED HERE ARE OUT OF SCALE AND WRONG.

1

Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes No

Name BEN NECHANICKY

Street/P.O. Box 448 14TH AVENUE

City SEATTLE State WA Zip 98122

E-mail BENDERVISH@HOTMAIL.COM

Place Stamp Here

Nechanicky, Ben

1. Your comment and preference is noted

✓ DRM 3012953

RECEIVED
JUL 07 REC'D
BY:

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Planning and Development, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Name: John O. Perry Project # 5012953 - Stephanie Haines, 22nd Fl

Address: 1606 East Columbia St.
Seattle WA Zip 98122-4635

Email Address: jo.perry2@gmail.com

Comment: see attached -

~~Comment~~ Comment on Draft Environmental Impact Statement (DEIS) for the Swedish-Sabey MIMP of 2014 (PRC for Project #3012953) presented to the Citizens Action Committee, June 26, 2014:

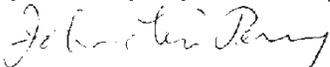
My name is John Oliver Perry, a near neighbor of the Swedish Hospital Cherry Hill campus. I own, with my wife, Sue Perry, and have lived for 25 years at what the neighborhood knows as "the old Convent," a converted 1908 mansion at 802-16th Avenue, now four apartments. I have been active with the Squire Park Community Council (SPCC), the 12th Avenue Stewardship Committee, and the Cherry Hill Community association, and the city-wide Urban Planning since practically their inception over the past two plus decades. Most relevantly dealing with the draft plans for the 1994 Providence Hospital MIMP, and the Central District Urban Planning of 1993ff, as well as MIMP's for Seattle University. None of these processes was without controversy and disappointment with results for the neighborhood.

The most notable and immediately visible evidence* for the CAC to consider in regard to the bulk and scale—specifically the doubling of the commuting populations at Swedish Cherry Hill site-- is the increasingly rapid and extensive replacement of single family homes with high-end (\$700, 000 and up) L-3 townhouses and multi-story condominiums in our area from Jackson to Union/Madison and from 14th Avenue to 19th and to a lesser degree further east to and past 23rd Avenue. Not only will basic environmental conditions for residents in this neighborhood deteriorate profoundly under increased population stresses. More specifically and inevitably traffic management will reach disaster-prone conditions.

One small, almost trivial suggestion: in follow up activities to the 1994 MIMP the SPCC complained repeatedly to no avail to the city Department of Planning and Development that especially the Traffic Management Program (TMP) agreement to reduce the percentages of SOVs (Single Occupancy Vehicles) used by Swedish commuting employees, very few being from this or even neighboring postal zones. With the proposed doubling of the population in the present I fear this problems will arise again and again uncontrollably. Therefore I ask, advise and expect that the CAC will provide in the present MIMP for a system of powerful neighborhood oversight and DPD enforced penalties (financial and otherwise) for such failures to fulfill promises to the neighborhood and the City Council.

Most basically: Tell Swedish and developer Sabey to direct to another of their widely dispersed hospital complexes the major expansions that they propose for our residential neighborhood.

Thank you



* Footnote to "The most notable and visible evidence": There is not merely extensive growth in population now going on but significant gentrification (upgrading of housing) evident throughout the Cherry Hill area. The new residential units being built to the north of Cherry St. are typically priced at over \$700,000. A single 3-story unit built three years ago on a lot across the street from me re-sold in the past few weeks for the \$715,000 asked within a couple of weeks (about \$100,000 more than its original price). Four larger 3-story condo units where one residence had been were also built about three years ago on a single family lot in the 700 block of 16th Ave and soon sold for \$600-650,000 each. Another 6 units were just finished last month

Perry, John Oliver

- 1
1. Your comments concerning the neighborhood are noted.
- 2
2. Your comments concerning the bulk and scale, housing, and traffic are noted.
- 3
3. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
- 4
4. Your preferences are noted
- 5
5. Your comments on housing costs are noted.

where a cottage had been on 17th Avenue half a block from Swedish CH and a block and a half from my home; these units are high-end, 3-story plus roof-garden installations with asking price of \$750,000 per unit. At a block north of “the Old Convent” (my building) on 16th Avenue just this past week a developer **immediately** sold (for undisclosed sums) four (by now all?) of its six high-end townhouse/condominium units that were just completed where again a single family home had been. At 16th and Marion a double, long institutionalized building was divided last year and 6 units installed on the southern half; this week the north half with the main building is full of that building’s rubble.... On the next block west (15th Ave) and further west on 14th as well as on Marion between 16^h and 17th Avenues more such installations have been and are being built that will triple, quadruple or sextuple the numbers of persons living on those lots. I will not attempt to enumerate the many other such developments in this area, the various more modest condos and townhouses built in the past decade (most obviously along 17th and 18th Avenues) nor speculate on the others that are sure to follow where small cottages on half-empty lots invite competitive developers’ bids. One such lot and small house is on each side, north and east of the corner double lot where the “Old Convent” still stands—across Columbia St from an 8 unit 1970’s L-3 condominium. Need I cite more? Statistics must be available somewhere.

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Cont.

Oral Comment for the Swedish-Sabey MIMP of 2014 (PRC for Project #3012953) presented to the Citizens Action Committee, June 12, 2014:

My name is John Oliver Perry, a near neighbor in a four-plex at 802 16th Avenue, one block from the Swedish Hospital Cherry Hill campus. My wife, Sue Perry, and I have lived for 25 years in this historically interesting building that older members of the neighborhood know as the 'old Convent.' [Our apartment's separate entrance at the rear of the building has the postal address: 1606 East Columbia St., 98122-4635. My email address is joperry2@gmail.com.] The present four-plex building was developed by doubling the size of an elaborate 1908 (or so) mansion built for a major member of the neighborhood's then important Jewish community. Roman Catholic nuns teaching in the Immaculate Conception school on 18th Avenue bought the mansion in 1938 and doubled its size in a simple style. They left it in 1976 or so, and the building became a Methadone treatment center for a couple of years. In 1978 the former convent was transformed into the present four-plex that we have owned, lived in and improved since 1988.

I offer the above brief history of our building to indicate something of the culturally diversified, ever-changing character of this residential neighborhood, which when we came still housed many African-American families. Among the citizen activities I have participated in through the city-recognized Squire Park Community Council is the 1994-96 City-wide Urban Planning for the Central District (and its urban villages) which the present Citizen Action Committee should note still has relevance for development plans such as the Swedish-Sabey MIMP. Another relevant SPCC activity in which I have taken part is a long struggle attempting (several times successfully) to modify the draft plans for and to enforce the 1994 Providence Hospital MIMP.

In SPCC's follow-up activities to our struggles over the 1994 MIMP we complained repeatedly that many MIMP-stated goals were not being achieved, notably in the Traffic Management Program - TMP. For one example, the previous MIMP/TMP promised a reduction in numbers/percentages of single occupancy vehicles (SOVs) used by commuters to the hospital, but that goal was never achieved nor was it enforced by the City's Office of Planning and Development despite many private and community letters sent the Director. We fear, indeed expect, similar problems with the new MIMP—which projects a doubling of commuters to Cherry Hill. It is crucial, therefore, that the present CAC note that historical fact of the unenforced TMP in the previous MIMP and will therefore provide within the new MIMP's TMP an effective system of powerful neighborhood oversight and enforceable penalties (monetary and developmental) for any future Swedish-Sabey failures to fulfill TMP promises stated in the new MIMP. This residential neighborhood needs and demands careful traffic safety measures and an effective residential oriented traffic/parking management contract.

In broader terms we neighbors in the CD, the SPCC area and most specifically the Cherry Hill neighborhood are hoping that this MIMP in its final form will be cognizant of and adapted to the historical conditions that continue to shape the life and goals of the surrounding residential community. The Citizens Action Committee must therefore look not only at the physical effects of the proposed MIMP (as spelled out in the DEIS, etc.) but also at the temporal effects. There is an historical context that this residential neighborhood cares about and to which, therefore, the MIMP must be fitting, protective and appropriate.

Perry, John Oliver

1. Your comments concerning the neighborhood are noted.
2. Your history as a citizen participant is noted.
3. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
4. Your comments concerning the historic context are noted.

Review of the Swedish at Cherry Hill Draft Major Institutional Master Plan

MIMP dated 2014-05-22

Summary

As a former member of the CAC, I would like to provide my feedback and critique of the current draft MIMP that has been presented on 2014-05-22. After an extensive review of both the current MIMP and other MIMPs that have recently been enacted within the City of Seattle, the current MIMP appears to be grossly out of context with the surrounding neighborhood and unique in the disparity between the heights proposed within the campus and the prevailing heights outside of the campus. Swedish continues to exhibit a “campus only” mentality in the design and construction of the MIMP. This focus on only those activities on their own campus hinders the ability of the institution to understand the neighborhood context and deliver a plan that is successful in balancing the needs of the community and the needs of the institution.

The three alternatives remain significantly similar and unacceptable. If the CAC had been able to start with plans that were similar to what is currently presented, a realistic alternative may have been developed over the past year, but this was not the case (Please see commentary on page 33). In particular, the plan appears to be based on a few faulty premises, including:

- That the campus is located in an area designated and appropriate for major institutions, and not a neighborhood: We are not planning for Swedish “Eastern First Hill”
- That the central plaza is considered open space and that existing open space does not count as open space today.
- That the heights proposed are compatible with the residential neighborhood.
- That the transportation management plan is adequate.
- That the setbacks are adequate to mitigate the height

These issues combine to result in a plan that is unrealistic for this community and that will be detrimental to the overall neighborhood, if they were approved. Swedish should revise these alternatives and present more realistic alternatives for the CAC to review featuring lower heights, greater setbacks, and a better utilization of all parcels located within the MIO boundary.

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Richter, Nicholas

1. Your comments on Alternatives are noted.

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 6. "All prestigious health care delivery systems have research functions on the premises" 9

 7. "A lab service on site not only provides essential assistance to Cherry Hill patients, but also serves a number of providers. Specialized lab equipment is costly and highly trained staff needed to operate the equipment, like other areas in healthcare, is in high demand." 9

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 8. "The Swedish Medical Center Cherry Hill Campus is located at the east edge of First Hill, specifically within the Squire Park Neighborhood" 12

 9. "Although Squire Park is a residential neighborhood, it has always coexisted with institutions and businesses" 13

 10. "A significant commercial and light-industrial district developed between the early 1900's and into the 1950's on the western side of the Squire Park neighborhood in the vicinity of 12th Avenue and East Cherry Street." 13

 11. "Swedish Medical Center-Cherry Hill Campus generally serves as the boundary of commercial and institutional activity along E. Cherry and E. Jefferson Streets." 13

 12. "This commercial area is thriving today due to the vision and hard work of community groups working with the City and with Seattle University to create a retail and service-friendly 12th Avenue." 14

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 14. "23.44.010 Lot Requirements - SF D. Maximum Lot Coverage of 35% of lot area..... 16

 Yes, Swedish is requesting a modification to remove the maximum lot coverage of 35%. The current lot coverage is 52%. The underlying zoning lot coverages are insufficient for institutional buildings. Swedish is requesting an increase in coverage in order to not expand its boundary. Lot

| | |
|---|----|
| coverage will be calculated for the entire MIO district, Swedish is proposing a maximum lot coverage of 76%.” | 16 |
| 15. “23.44.012 Height Limits – SF | 16 |
| Swedish is requesting to establish heights pursuant to MIO districts listed in 23.69.004 Major Institution Overlay District established for MIO 50, 65, 105, 160, 200 and/or 240. See Figures C-4, C-6, and C-8.” | 16 |
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| 16. “23.44.014 Yards – SF Yes, Swedish is requesting a modification to allow the establishment of building setbacks in lieu of yards.” | 19 |
| Page 23 | 19 |
| 17. “23.45.570 Institutions No, Swedish is proposing MIO heights varying from 50 to 240’.” | 19 |
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| 18. Alternative 8 & 9: “Setback A-A New proposed setbacks of 0 feet from property line up to 6’-0” high for partial underground parking, 10 feet setback to 37’-0” high and 20’-0” setback to 50’-0” high (reference similar condition of commercial to residential, SLUC 23.47A.014.B.2). This landscape setback will be designed to promote security and privacy for the residential property to the east.” | 19 |
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| 20. “Setback C-C” (18 th Ave half block, southern edge) | 21 |
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| 21. “Setback D-D” (18 th Ave, west edge) | 21 |
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| 22. “Zones at the perimeters of the MIO District are proposed to step down from the greater internal heights to be a transition to the surrounding blocks.” | 21 |
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| 23. “Existing buildings not intended to change within the MIO district under the MIMP are indicated on the plan below.” | 21 |
| 24. 1910 Power House and smoke stack | 22 |
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| 25. “The proposed maximum lot coverage development standard for the MIO is 76%. The basis for this calculation is the entire MIO and not for individual future project sites.” | 22 |
| 26. “Enhanced pedestrian level lighting will be added throughout the campus and along the campus boundaries, especially at the intersections.” | 23 |
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| 27. "The plan below represents campus amenities draft proposal for review by the community, facilitated through the CAC (Community Advisory Committee). The proposal contains the areas at the campus perimeter (landscape and sidewalks) plus the cross campus connectors and open space areas" | 23 |
| 28. "The perimeter Health Walk path on E. Cherry Street, 15th Avenue, E. Jefferson Street and 18th Avenue through sidewalk markers and information stops" | 23 |
| 29. "The Providence Annex into a community center and/or retail storefront on E. Jefferson Street" | 24 |
| 30. "Pocket parks located along the perimeter health walk will have criteria developed to ensure that the spaces will be sites adequately scaled and effectively spaced to offer usable public spaces" | 24 |
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| 31. "The Seattle Land Use Code defines designated open space as..." | 24 |
| 32. "The designated open space is the central plaza and main hospital entrance off of East Jefferson Street" | 24 |
| 33. "The drop-off zone on the plaza is included in this area because it can be closed to auto traffic for campus events" | 25 |
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| 34. "4a Transition in height and scale between MIO and surrounding area..... Swedish is proposing to mitigate building massing by the following (see Structural Setback sections)." | 25 |
| 35. "4b. Building width and depth limits Elimination of the LR-3 requirement to limit width to 60 feet without a Green Factor and 150 feet with a Green Factor of .5 or greater. In keeping with the intent of the LR-3 requirement, Swedish is proposing that un-modulated facades be limited to a maximum façade width of 150 feet" | 26 |
| 36. "4e View corridors or other specific measures intended to mitigate impact of MIO. ... Any proposed sky bridges should be limited to single corridor, two story and be transparent" | 26 |
| Views of the James Tower will be maintained along 18 th and from the central plaza | 27 |
| 37. "4f. A bicycle and pedestrian wayfinding plan, including directions to the soon to be operating streetcar and bicycle facility locations will be developed" | 27 |
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| 38. "1. Alternative Proposals for Physical Development – The following (Table DP.1) new square footage over the next thirty (30) years. The ability of the proposed alternatives to meet these square footage goals is fundamental to the medical center meeting its needs" | 27 |
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| 39. "Swedish is requesting exemption from FAR consistent with other MIMPs." | 28 |
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| 40. "4. Existing and Planned Future Development Open space is provided at the NW corner of 15th Ave. and Cherry St. North of the NW Kidney Center building; and at the main entry plaza south of the Center Building. Additional open space is proposed as a new courtyard shown in Figures B-22 and B-23 between the Annex Building and the James Tower" | 30 |
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| 41. "8. Planned Development Phases and Plans - The timing of projects on the Cherry Hill Campus is subject to extreme variability due to the uncertainty of funding and the rapid changes in the healthcare environment" | 31 |
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| "23.069.002A Response: The MIMP minimizes the adverse impacts associated with development with the use of Development Standards that transition the height and scale between the MIO and the surrounding area"..... | 31 |
| "23.069.002B Response: The MIMP protects the livability and vitality of adjacent neighborhoods by providing open space, landscaping and site amenities."..... | 32 |
| "Discussions include the establishment of a community retail use within the current annex building that could potentially have sidewalk access as well as access to a new public garden to the north of the annex"..... | 32 |
| "The proposed campus perimeter health walk will upgrade sidewalks and landscaping to offer safer pedestrian experience and promote individual health achievement" | 32 |
| "The Medical Center has encouraged significant community involvement by meeting with the Citizen's Advisory Committee (CAC) and taking their recommendations into consideration."..... | 33 |
| "Make the need for appropriate transition primary considerations in determining setbacks: The MIMP's proposed setbacks provide appropriate transition to the surrounding area."..... | 35 |
| "The proposed TMP is intended to reduce SOV trips to 50 percent, reduce parking demand, and increase the use of alternative modes of transportation (Transit, walking and bicycling)"..... | 36 |
| "Through the MIMP: 1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2) provide the..... | 37 |
| neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth. Response: Swedish's intent in requesting approval of a new MIMP is to do just as this purpose and intent statement states."..... | 37 |
| "The purpose of providing a decentralized network of primary care clinics is to make the first step that patients take in accessing health care a convenient, personal and efficient one." | 37 |
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| Community Space. Under the proposed MIMP, the expanded Cherry Hill campus will feature enhanced public green space and a neighborhood health walk that encourages residents, staff, patients and visitors to seek health through activity..... | 38 |

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| The new MIMP also proposes a One Bus Away kiosk for bus commuters, a summer months farmers market, a quarterly transportation and commuter fair and a Swedish community transportation liaison..... | 38 |
| Part D: Transportation Management Plan..... | 38 |
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| “The 2013 Recommended Bicycle Master Plan identified 18 th Avenue as a neighborhood greenway” | 39 |
| “The campus currently provides 132 bicycle parking spaces for visitors and employees.”..... | 39 |
| “Based on future population projections presented previously in this MIMP for Alternatives 8, 9 and 10, the plan would require 131 to 128 bicycle parking spaces, respectively” | 40 |
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| “Depending on the overall effectiveness, these programs may be considered for ongoing implementation.”..... | 40 |
| Page 94-96: Table D-4..... | 40 |
| Transit: Provide all tenants with access to a minimum 50 percent subsidy of transit pass cost including ferry, rail and increase this subsidy, if necessary, to achieve the SOV goal..... | 40 |
| Bicycle: Bike lockers for a fee..... | 41 |
| Bicycle: Commuter Incentive Pilot: Work on a biking and walking incentive program. Work with onsite retail to offer bicycle benefits or other commuter incentives (e.g., Starbucks, gift shop, cafeteria)..... | 41 |
| Parking: Restricted access to monthly parking passes..... | 41 |
| Neighborhood Parking Reduction: Regular contact with City parking enforcement to encourage patrolling..... | 41 |

Page 1

1. "Perspective Photos"

Although Swedish has included an alternative view, a long standing critique has been the portrayal of the residential neighborhood as an effectively commercialized and high intensity institutional area. As will be discussed shortly, the text description of the neighborhood context remains inaccurate in its portrayal of the location of the campus and the surrounding context. This has been a long standing complaint and enduring issue, and remains so despite repeated commentary by members of the public and the CAC. The description and photos have changed somewhat to add a parenthetical mention of the neighborhood (except on page 91 of the MIMP), but the message presented remains that the hospital is located in an area that naturally compliments the high impact use presently proposed.

This is not the case.

In response to previous comments that have been made, Swedish indicated that aerial photography of the neighborhood was difficult to obtain. In response, I submit the following photo of the neighborhood context for inclusion, provided royalty free for use, as is or modified, within the MIMP and EIS process and documents. The same image is available for members of the public, not affiliated with the hospital or one of their partners, engaged in the process royalty free, as is or modified, for use in any materials necessary for use within the deliberative process.¹



¹ A higher resolution photo can be obtained here: https://www.dropbox.com/s/h58f3dihtdsnw4/IMG_4635.JPG

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2. Your comments on the Master Plan have been forwarded to Swedish.

Page 2

2. "...provided for nine new buildings and a total of 682,500 sf of additional Space..."

This should read, "...provided for nine new buildings totaling 682,500 f of additional space..." The 1994 MIMP did not allow for nine buildings of X space and then an allotment of additional space. The additional space was comprised of the buildings itself. Under the old system, discrete building projects provide the public with a sense of predictability and the opportunity to discuss in concrete detail how those projects will meld with the surrounding community. It also requires the hospital to have, and articulate, a clear vision for the future and its role in both the neighborhood and region

This is an important distinction as the new plan is not project based, but rather provides for a square footage allotment with restrictions placed on that development area "cache". The purpose of this was to provide the institutions with flexibility to adapt to changes over time, but it has also resulted in some negative side effects. Under the new guidelines, major institutions are incentivized to push for the maximum amount of development area that is politically feasible and neighbors are left with greater uncertainty about what the final campus will look like. This uncertainty increases the importance of the various zoning and other requirements included in the master plan.

The CAC and the City of Seattle should push to enact strong requirements across all elements of the plan to ensure that there is an appropriate balance between the needs of the community and the needs of the institution. It is my observation that the new rules for plan making have shifted the balance away from the needs of the community, which makes stricter restrictions both necessary and appropriate to maintain this balance.

3. "Key milestones in the process to date include:"

As a note to any City employee or commissioner, it should be noted that the CAC rejected the Preliminary MIMP and EIS in November. These documents were deemed insufficient and lacking in content, substance, and analysis. This rejection was unanimous among the voting members attending that meeting.

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4. Drivers of Campus Demand: "Regional Demand"

It would be informative to know how the total planned hospital capacity, across all hospitals (or even all hospitals within the Swedish/Providence network), meets or exceeds the regional demand. There are currently large scale expansions planned at Harborview Medical Center, Virginia Mason, Swedish First Hill, University of Washington Medical Center, Seattle Children's Hospital, and, now, Swedish at Cherry Hill. The same rationale about regional demand and aging populations exists in all planning documents for all of the other hospitals as well.

A common argument to make is that if there is a growth of X% in the size of the population then there should also be a similar level of growth at the hospital level. This, however, assumes that the hospital and campus is not part of a network and that any increase in demand associated with the factors identified must be located in a particular place (that is, that patients will be distributed as they are today). This is a simplistic model of demand and growth and is likely to prove to be false.

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5. Drivers of Campus Demand: “Cost Pressures”

Two words: “Providence Park”. In addition to being home to the Portland Timbers, archrival of the Seattle Sounders, it seems disingenuous to at once sternly discuss the impending austerity that “cost pressures” will bring to operations at Swedish while Providence, the other side of the Swedish Medical System coin, is spending millions of dollars on a vanity project in Portland. One would assume that if “healthcare providers will be challenged to continue to provide quality care to the additional people seeking care at a cost that is affordable and sustainable”, then perhaps such money should be spent on safeguarding patient care instead of naming rights.

In addition, the introduction of “cost pressures” as a reason for the expansion of the campus seems to conflict with other statements of the large scale and costly investment needed to develop this particular campus. Swedish representatives at CAC meetings have stated that the sum to be invested in the campus is in the hundreds of millions, if not more than a billion.

6. “All prestigious health care delivery systems have research functions on the premises.”

This statement addresses one of the ongoing critiques of the project that calls into question the need for such a large research facility, which will mainly be comprised of market rate medical office rentals. On most other campuses that I am aware of, research functions are integrated and conducted by the medical entity itself. For example, research at Children’s Hospital on pediatric cardiology is embedded in the care of the patients itself. There is no real clear delineation between the healthcare provider that is requesting the variance from the established zoning norms and the research conducting the research functions.

At Swedish Cherry Hill, this will likely not be the case. The introduction of Sabey, the for-profit developer and effective landlord of the new development that will be authorized by this MIO (under the pretense of the needs stated by Swedish), leads to questions about who will be renting this space and whether or not these research functions are truly directly related to the mission and healthcare services provided by Swedish. Close neighbors and members of the public reject a plan that calls for excess development envelopes, and the impacts that come with them, when this development primarily serves a profit motivation, not the true needs of the hospital.

7. “A lab service on site not only provides essential assistance to Cherry Hill patients, but also serves a number of providers. Specialized lab equipment is costly and highly trained staff needed to operate the equipment, like other areas in healthcare, is in high demand.”

This sentence attempts to address another ongoing critique related the rental of space to non-hospital “related” services. In this case, the particular lab service mentioned is LabCorp, which provides services to a large number of medical care providers in the region from their rental space. As a third party renter, this would be an example of a situation where the neighborhood would question whether or not the issue is actual need for new space or an inflated development need caused by profit driven decisions on space allocation. It is important to note that LabCorp is an *example* of the phenomena that is currently being discussed and should not be construed as the sole instance of this. To do so would be a red herring as addressing just LabCorp does not change the fact that tenants that serve a similar regional and non-Cherry Hill campus function cause impacts on the neighborhood that are not

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related to the care provided on Cherry Hill. These additional functions and non-Cherry Hill place pressures on the space being requested that is called into question here. The many of the additional medical office rentals provided for profit may well have a similar type of regional function and loose relationship with the actual campus itself.

In other words, yes, it is helpful to have a full lab on campus, but is the additional impact caused by running regional and non-campus specific functions actually reasonable? It would also be helpful to have a Medline medical supply distribution center on Cherry Hill campus to "provide essential assistance to Cherry Hill patients", but it would be difficult to justify locating a warehouse at the Cherry Hill Campus and clearly unacceptable to the neighborhood. These specific additional impacts caused by regional services, as exemplified (but not limited to) the operations of LabCorp currently, is what is called into question.

As a specific example of these impacts and the correlated pressure that these services place on space needs, LabCorp maintains a fleet of vehicles at Cherry Hill that serve as couriers for samples throughout the region. Please see the following images of current conditions (as of 2013-10-27, but still existing today). All of these vehicles belong to LabCorp and do not directly serve Swedish.



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A conservative estimate of the vehicles present is 20 LabCorp vehicles consuming 20 parking spaces. However, these spaces are reserved exclusively for LabCorp. For regular labs that serve an institution, these courier vehicles are completely unneeded. This logically implies that these 20 spaces are not required by the needs of the campus, but the traffic and additional development required to accommodate these vehicles create impacts on the community.

A conservative estimate on the space requirements for these 20 vehicles is approximately 325 square feet per parking stall. This results in 6,500 additional square feet of space "required" on the campus caused by non-campus services (approximately the same size as a 7 bedroom mansion). This number excludes circulation required for the vehicles to maneuver into the spaces.

This additional need is not caused by the essential functions of the hospital, but rather choices related to space allocations. These 20 stalls reserved for regional services represent approximately 3% of the additional requested parking spaces in Alternative 9 or 10, or 2.5% of the additional requested parking spaces in Alternative 8. Local residents are justified in asking what percentage of the parking and total development requested is induced by similar regional and/or profit driven choices, as opposed to the actual functioning of the hospital. A satisfactory answer has not been presented as Swedish continues to make assertions as above that imply that so long as they derive some benefit, then the space required is immune to scrutiny and should not be further questioned. This, in light of the fact that additional space is currently rented for regional and primarily non-campus functions, should not be the case.



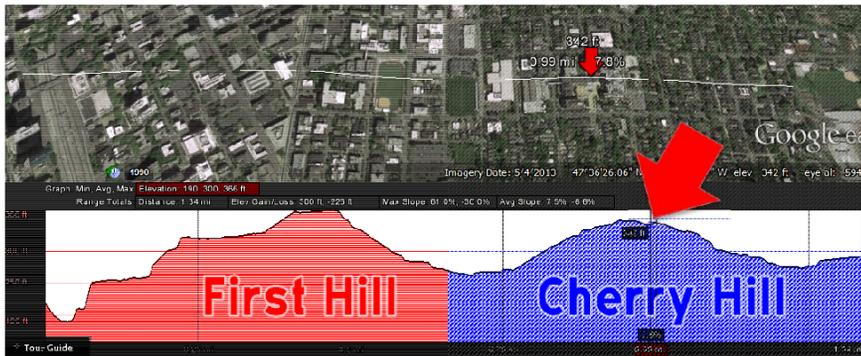
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8. "The Swedish Medical Center Cherry Hill Campus is located at the east edge of First Hill, specifically within the Squire Park Neighborhood."

Swedish, once again, fails to even correctly identify the neighborhood that the campus resides in. Squire Park and the Cherry Hill neighborhoods are not on First Hill. The Swedish at Cherry Hill campus is not on First Hill. The neighborhood context on Cherry Hill and in Squire Park has *nothing* to do with First Hill in any capacity, except that it is separated by a valley.

The illustration below should, hopefully, put this to rest once and for all. The red arrow below points to Swedish at Cherry Hill. The "east edge of First Hill" is approximately between Broadway and 12th Ave, which is where Seattle University is located. Between 12th and 14th, the topography is flat. The defining feature of the Cherry Hill neighborhood is that it is located on Cherry Hill, not First Hill, which ends about a quarter mile from where the incline of Cherry Hill starts. If it was part of First Hill, Cherry Hill might be called "Eastern First Hill" or "The East Edge" or perhaps Swedish would have named the campus "Swedish First Hill East", but this is not the case. Swedish at Cherry Hill Campus is located on Cherry Hill, which is part of the Squire Park Neighborhood, a predominately single family residential neighborhood. To the west, there is First Hill, which is characterized by heavy institutional uses and zoning which allows for that type of high intensity development and taller buildings. This is because First Hill directly abuts the downtown CBD, which is where the most intense land uses exist in Seattle. The end of the eastern edge of First Hill is marked by the transition from heavy, CBD like land use to Seattle University, which has an intense institutional use but also an open, permeable landscaped campus with significantly reduced heights compares to west of Broadway, and then to a single family residential neighborhood which geographically is defined by physical hill, Cherry Hill.

I have commented on the mischaracterization of the project area since the first preliminary draft MIMP was provided to the CAC. The fact that the MIMP retains this mischaracterization indicates either a profound ignorance of the neighborhood or a purposeful mischaracterization as a tool for justifying the project. Cherry Hill is not First Hill.



9. “Although Squire Park is a residential neighborhood, it has always coexisted with institutions and businesses.”

While true, no institution or business in Squire Park has ever proposed a development of the scale currently proposed by Swedish/Sabey. No institution currently exists in Seattle in a similar scale in a similar neighborhood as is being proposed. The word “unprecedented” would be appropriate for the current proposed plan.

10. “A significant commercial and light-industrial district developed between the early 1900’s and into the 1950’s on the western side of the Squire Park neighborhood in the vicinity of 12th Avenue and East Cherry Street.”

While true, these uses were not of a similar scale to what is being proposed.

11. “Swedish Medical Center—Cherry Hill Campus generally serves as the boundary of commercial and institutional activity along E. Cherry and E. Jefferson Streets.”

Technically true, but misleading. This sentence serves to imply that the Swedish at Cherry Hill campus is a natural extension of an intense, institution and business focused district. However, the Swedish campus is not a natural extension but an anomaly that is not surrounded by like uses. The land uses that Seattle University currently has that directly abuts the Swedish Cherry Hill campus is limited to dramatically lower height limits than what is proposed by Swedish and currently limited to recreational uses by Seattle University students. The actual logical end of the Seattle University campus, where the majority of the intensity of land use is, is at 12th Ave. Between this logical edge and the parking garage at Swedish, there is a gap of true institutional use: There is a playing field, some student housing, and a few administrative buildings, all of which are zoned with height limits that are much more compatible with the surrounding residential neighborhood. All intense land uses that might be nearest to the scale proposed on Swedish Cherry Hill campus is relegated to the area between Cherry and Madison and 12th and Broadway.

As this is the case, the above statement may be technically true, but misleads the reader to envision a relationship of Swedish Cherry Hill to Seattle University as Seattle University is to Swedish First Hill. Seattle University between Broadway and 12th is the primary transition zone from the major institutional land uses found on First Hill and the neighborhood found east of 12th Ave. Swedish Cherry Hill is, in contrast, a historical anomaly that intrudes into an otherwise residential neighborhood.

12. "This commercial area is thriving today due to the vision and hard work of community groups working with the City and with Seattle University to create a retail and service-friendly 12th Avenue."

The recognition of the hard work and essential nature of the input provided to Seattle University by members of the public is noted with thanks. It would behoove Swedish and its developer Sabey to engage in the current CAC process with a similar level of openness to the concerns of the community as SU exhibited in that process. The Seattle University plan also demonstrates that the deliberative process fundamentally works: The recommendations of the CAC include a balance of the needs of the community with the needs of the institution, which included fair height limits in the transition area and primary institutional campus and proper height limits within the neighborhood transition area between 12th and 14th.

Many of the same members of the community and city staff who are lauded in this statement for their vision and hard work are currently actively engaged in the Swedish as Cherry Hill MIMP. Ellen Sollod, Bill Zosel, Joy Jacobson, and Steve Sheppard, among others, were all participants in process required to craft the successful Seattle University MIMP and all have contributed to the success and vitality of this neighborhood. I would recommend a review of any public commentary provided by these individuals in the current process to the commissioner or any other policy maker. Their input in the current process is equally as important as their input into the Seattle University process.

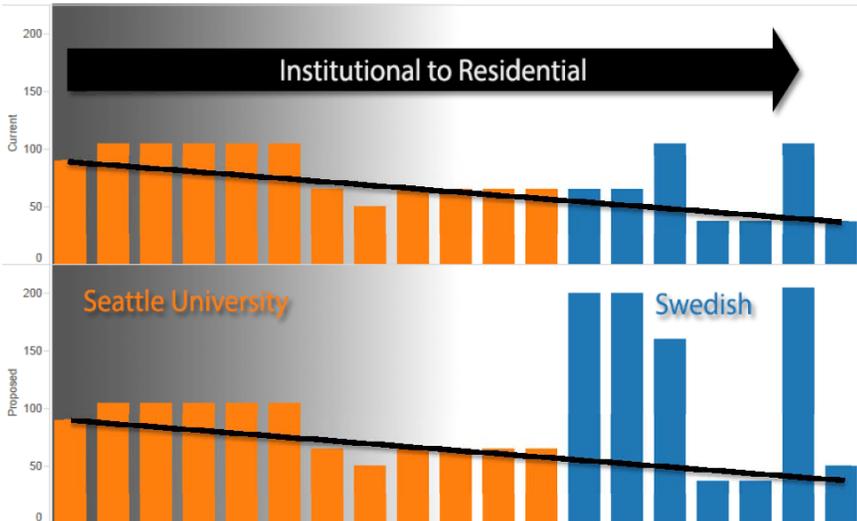
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13. <Zoning Map>

The zoning map illustrates the point made comment 11 on page 13.



The cross section indicated in red is shown below, both given the current height restrictions and the proposed minimum height restrictions (The driveway plaza in the center of campus is considered to be 37' in both cases and is the only deviation from the zoned heights). Heights are shown per half block increment, starting at the west end (Alt 10 shown). The black line on each of the charts reflects what an absolute transition would be from the 90' max on the western edge to the 37' value on the far side. The existing heights on the campus (upper) are outliers compared to the expected transition from the institutional First Hill to the residential Cherry Hill. All of the current alternatives presented represent the creation of an even stronger differentiation between the expected transition and the actual built environment. While in the past the variations have been accepted out of respect for the landmark James Tower, the current proposals is out of sync for the neighborhood context and the prevailing pattern of transition from institutional uses on First Hill to the residential uses of Cherry Hill



14. "23.44.010 Lot Requirements – SF D. Maximum Lot Coverage of 35% of lot area

Yes, Swedish is requesting a modification to remove the maximum lot coverage of 35%. The current lot coverage is 52%. The underlying zoning lot coverages are insufficient for institutional buildings. Swedish is requesting an increase in coverage in order to not expand its boundary. Lot coverage will be calculated for the entire MIO district, Swedish is proposing a maximum lot coverage of 76%."

Lot coverage should only be calculated for the area that is under the control of Swedish/Sabey within the MIO, not the entire MIO area. Open space on the Seattle Medical Post-Acute Care facility should not count to the advantage of Swedish, as they have at this point made the decision not to pursue the purchase of that facility and have specifically designed the current alternatives to limit the use and value of that property. This shortsighted decision should not further produce a benefit for the institution.

In addition, the driveway plaza in the center of the campus should not be included as open space in the calculation of lot coverage or open space requirements. The driveway is used for circulation and city code prohibits areas used as driveways from being included as open space. In the past few years, the plaza has been shut down for a public event once or twice, but less often than 17th Ave. is shut down for community events. As 17th cannot be counted as "open space" or "park" despite being used as open space more frequently than the driveway plaza, the driveway plaza is even less of a candidate for that title. The area of the plaza should be excluded from these calculations and should not be used in a way to benefit the institution in this area.

15. "23.44.012 Height Limits – SF

Swedish is requesting to establish heights pursuant to MIO districts listed in 23.69.004 Major Institution Overlay District established for MIO 50, 65, 105, 160, 200 and/or 240. See Figures C-4, C-6, and C-8."

As suggested with the height study illustration on page 15, the institution is making an exceptional request in requesting these height limits. This is especially true for the 200' and 240' foot limits. 160 may end up being appropriate on the western most edge of the campus, but there are no examples of another MIO in the City of Seattle where the height bulk and scale is as out of sync with the surrounding community and with as much unmitigated impacts as in this proposal.

The table on the following page is a summary of recent MIMP approved in the City of Seattle and their respective maximum height limits. Final plans were retrieved from <http://www.seattle.gov/neighborhoods/mi/miac/> on 2014-05-26. Zoning derived either from the maps contained within the master plan or from the general Seattle Zoning Map.

As shown in the following table, the current MIMP for Swedish Cherry Hill is out of sync with what has historically been accepted as reasonable heights and reasonable mitigations for unusual heights.

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| Institution | Year Adopted | Max Height (ft.) | General Surrounding Context | Highest Zoning Intensity Adjacent to Campus |
|-----------------------------------|--------------|-------------------------|--|---|
| Swedish - Cherry Hill | TBD | 200'/240' (Proposed) | Urban Residential (LR-3/SF-5000) | MIO-65' |
| Swedish - First Hill | 2005 | 240' | High Rise/Institutional (HR/NC3-160) | HR (160' to 240') |
| Seattle Children's Hospital | 2008 | 160' | Suburban Residential (LR-3/SF-5000) | NC2-40' |
| Virginia Mason | 2012 | 240' | Institutional/High Rise (HR) | HR (160' to 240') |
| Harborview | 2000 | 240' | Institutional/High Rise/ Multi-family (HR/MIO-105/L-3) | HR (160' to 240') |
| University of Washington | 2003 | 240' | Multi-family/Commercial (LR3/NC3P-65/MR) | NC3-65 |
| Northwest Hospital | 1991 | 105' | Suburban Residential (SF-7200)/Graveyard (LR3) | LR3-PUD |
| Seattle University | 2013 | 160' | Institutional/Neighborhood Commercial (MIO/NC2/LR3) | MIO-240' |
| Seattle Central Community College | 2002 | 105' | Multi-family/Commercial (NC3P-40/MR) | MR (60') |
| Seattle Pacific University | 2000 | 65' | Urban Residential (LR-3/LR-1/SF-5000) | C2-40' |
| North Seattle Community College | 1995 | 105' | Suburban Residential/Commercial (SF-7200/LR3/MR-85) | MR-85' |
| South Seattle Community College | 2006 | 105' | Suburban Residential (SF-5000/SF-7200) | SF-5000 |

The current proposals for Swedish Cherry Hill are out of sync with historical precedent. All other MIMP currently approved do not have the same type of mismatch as the currently plan does between neighborhood context and the proposed development.

The closest comparable example would be Seattle Children’s Hospital, which has a maximum height four times the tallest surrounding zoned use (as opposed to the 3.69x or 3.08x height difference ($3.69x = 240/65$, $3.08x = 200/65$) between the tallest height proposed for the Swedish campus versus the tallest surrounding zone). However, this difference in height is mitigated through thoughtful placement, substantial setbacks (75’ to the nearest MIO, which is a MIO-37), and other amenities not included in the Swedish Cherry Hill plan. If the height for Cherry Hill is determined to be 200’, then the only other MIMP that has a higher maximum MIMP height to maximum height of adjacent zoning is the University of Washington. However, this is skewed by the fact that the 240’ zone in that plan is a minor area of the campus and only abuts other institutional uses (UW Medical Center). The rest of the campus has a max MIMP height to surrounding max height ratio well under any Swedish Cherry Hill proposed alternatives, as does every other MIMP currently available on the MIAC website.

| Institution | MIMP Max height to Surround Max Height Ratio | Notes |
|-----------------------------------|--|---|
| Seattle Children's Hospital | 4.00 | Massing is located away from the majority of the SF5000 homes towards the arterial. Includes 75' setbacks along edges that abut SF5000 zoned land and the MIO along the SF5000 edge transitions from the setback to an MIO-37 zoning. |
| Swedish - Cherry Hill | 3.69*/3.08** | *3.69 = 240', **3.08 = 200'. Three of four edges are LR-3/SF-5000. Using that, the as a basis instead of the outlier edge would provide a ratio of 5.33x (240/45) or 4.44x (200/45). Maximum setback proposed: 25'. |
| University of Washington | 3.69 | The 240' maximum height is for the University Medical Center, which is entirely surrounded by the UW. The majority of the campus is 105' or less. |
| South Seattle Community College | 3.00 | 100' setbacks provided along SF-7200 edge. Other edge is an arterial. |
| Northwest Hospital | 2.63 | Massing is centralized or located near long term residents unlikely to complain (graveyard) |
| Seattle Central Community College | 1.75 | N/A |
| Seattle Pacific University | 1.63 | N/A |
| Swedish - First Hill | 1.50 | HR height limits vary from 160' to 240', depending on public amenities provided. |
| Virginia Mason | 1.50 | Virginia Mason has already been approved for 240' heights. |
| Harborview | 1.50 | The Yesler Terrace Redevelopment Project has eliminated the L-3 zoning adjacent to the campus. See note on HR zoning in Swedish First Hill note. |
| North Seattle Community College | 1.24 | The average setback is 495' from the edge of the campus. |
| Seattle University | 0.67 | MIO-240 is Swedish First Hill, which is near the eastern edge of First Hill. |

The Cherry Hill neighborhood is unique in its mix of urban and residential character. These qualities are part of the reason the area is so highly sought after, but the neighborhood deserves similar consideration to what other neighbors have received when accommodating the needs of a major institution. This plan does not reflect similar consideration or mitigation in this area (and many others).

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16. "23.44.014 Yards – SF Yes, Swedish is requesting a modification to allow the establishment of building setbacks in lieu of yards."

As just mentioned, the setbacks contained in this proposal do not reflect a similar level of consideration as what has been provided other neighborhoods when accommodating institutional needs. In particular, the setback along the eastern edge remains an open question. In previous meetings I have stated that I believed that a 25' setback would be appropriate, but on further consideration, I have come to the conclusion that a minimum setback of at least 35' and a height restriction of 37' would be more appropriate. Neighbors rightly point out that although the height may be similar to what the underlying coding, the impacts associated with a commercial facility are not in line with the impacts that the underlying zoning is meant to mitigate. As such, the underlying coding is not the measure that the current MIO should be designed to.

Page 23

17. "23.45.570 Institutions No, Swedish is proposing MIO heights varying from 50 to 240'."

Factually inaccurate. MIO heights are being proposed between 30' and 240'. Sections A2, A6, B4, C1 (Alt 10), C3, and C5 listed on page 42 of the plan are all proposed to be less than 50 feet.

Page 25

18. Alternative 8 & 9: "Setback A-A New proposed setbacks of 0 feet from property line up to 6'-0" high for partial underground parking. 10 feet setback to 37'-0" high and 20'-0" setback to 50'-0" high (reference similar condition of commercial to residential, SLUC 23.47A.014.B.2). This landscape setback will be designed to promote security and privacy for the residential property to the east."

This proposed setback is wholly unacceptable as it will result in up to a 6 foot wall along parts of the property line and provide for a total 10' setback for the rest. This is not in line with any other MIMP in the city and does not even attempt to mitigate the impact of the building. The height, bulk, and scale of the building are further magnified by the slope of the 18th/19th block in question, which will result in a looming presence.

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Note on Alternative 8 and 9

No further commentary on Alternative 8 or 9 will be provided. These two alternatives include the Section A-A setback segment, along a variety of other features that are non-starters with members of the community (e.g. The “wall” of 18” proposed as MIO-50 with the A-A setbacks just mentioned and in Alternative 8, the 240’ height limits).

The community and members of the CAC have, on numerous occasions directly stated that these alternatives were not acceptable and that the height, bulk, and scale of the proposals was out of sync with the neighborhood. The particular issues surrounding the proposed developments have been repeatedly communicated to Swedish through both written communication and verbal communication at CAC meetings. As a former CAC member, I have heard members of the public speak repeatedly about the variety of issues that they have with the plan and the unacceptable nature of these proposals (specifically Alternatives 2 through 9).

The institution started this process by presenting alternatives that were far beyond what any reasonable person would consider appropriate for this neighborhood context and **in particular Alternative 3 should never have been presented**, as it clearly was going to alienate members of the public. It served no positive purpose for any stakeholder, including the institution.

It would have shown respect CAC members and the members of the public if the institution had started this process with more realistic proposed alternatives, instead of wasting the collective time of the CAC members, members of the public, and the time of the dedicated publicly paid city staff on alternatives that could rightly be described as belligerent towards the neighborhood.

Alternative 10 and Alternative 1a are the only alternatives currently proposed that could possibly lead to a solution in this process. Alternative 10 remains unacceptable to many members of the community, including myself, but it will be commented on in detail. The other two alternatives are at once too similar and too far from any reality that could create consensus to be worthy of devoting more time to. It is unfortunate that Swedish has not devoted more time to creating alternatives that reflect the needs of the community balanced with the needs of the institution. If Alternative 10 is the best, last alternative that the institution puts forward, then it is difficult to see a future where the hospital is viewed as a good neighbor and welcome member of the community.

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Page 33

19. "Setback A-A" (18th Ave half block eastern edge)

The proposed setback of 25' would be similar to the setback found in the underlying zoning. While this is true, the impacts of the commercial use of the building in this half block area are not comparable with a normal residential use. A larger setback has been requested by the neighbors that are directly next to the proposed new building and should be provided.

20. "Setback C-C" (18th Ave half block, southern edge)

There is no need for a setback on this side, unless the setback is used to enable some sort of permeable use, such as a café or other small neighborhood commercial. Setback A-A is the setback to focus on.

Page 35

21. "Setback D-D" (18th Ave, west edge)

During a recent meeting of the CAC, the possibility of a partial street vacation was discussed. The idea being that a partial street vacation could provide for the space needed, in terms of building width, while also providing a sufficient setback that is greater than the 25' setback proposed. This proposal is not reflected in the MIMP and does not appear to have seriously been considered.

Page 42

22. "Zones at the perimeters of the MIO District are proposed to step down from the greater internal heights to be a transition to the surrounding blocks."

As mentioned previously in comment 15, starting on page 16, the transitions being proposed are significantly out of place for this neighborhood context. No other MIMP or existing MIO attempts to mix the heights described with a similar surrounding residential neighborhood effectively without mitigation, as this MIMP does.

Page 43

23. "Existing buildings not intended to change within the MIO district under the MIMP are indicated on the plan below."

The list of buildings included in this description of additional height conditions are: The John Carmack House, Seattle Medical Post-Acute Care Rehabilitation Clinic, the central Plaza, the powerhouse, the bellow of James tower, and a 15' section in the 18th Ave half block.

Of these additional restrictions placed on development of the campus, one in particular stands out as shortsighted and detrimental to the MIMP: The Seattle Medical Post-Acute Care Clinic (555 16th Ave, Seattle, WA 98122) is a natural and logical extension of the campus and would provide Swedish with land that could be efficiently developed. The general story presented when this property is discussed is that the current owners are asking too much, which appears to have elicited a response of punitively

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restricting any possibility of development on that site, despite the fact that it may be a logical and desirable way to limit the impacts in other areas of the project

The punitive and arbitrary nature of this restriction should be called into question. In crafting a 30 year plan, it is foolish to purposefully restrict any possibility of a future sale just because today the current owners are not willing to sell. The Hospital did not hesitate to assume (incorrectly) that it could orchestrate the purchase of numerous homes along 19th, Cherry, and Jefferson in Alternative 3, but in Alternative 10 we are to assume that there is no possible way to incorporate this parcel? The restriction placed on this lot appears punitive in nature. The aim appears to be to limit the use and value of the building to such an extent that the present owners eventually sell. The MIO and the legal power that enforces it should not be a tool of business politics. The MIO should be crafted to accommodate the best possible outcome and this restriction does not appear to serve the interest of the public, as the failure to redevelop this parcel places pressures on the height, bulk, and scale of the project in other areas.

In other words, the height limits on Seattle Medical Rehab clinic leads to a sub-optimal outcome without any real benefit, except that the reduced utility of the parcel to the present owners may allow Swedish to purchase the parcel at a lower price and then seek a new plan or amendment to the plan to allow for height to be built. Swedish put forth alternatives that sought to include a similar sized parcel outside of the current campus in previous proposals. It seems illogical to purposefully *exclude* a similarly sized, and potential useful, parcel inside the existing boundaries from any serious development in the future. This is a shortsighted request to make. Height should be added here in order to accommodate lower height limits in other areas of the campus, including a reduction in total allowable height

24. 1910 Power House and smoke stack

This conditioning is appreciated. These buildings should remain as is or be renovated while keeping architectural and historic features intact.

Page 44

25. "The proposed maximum lot coverage development standard for the MIO is 76%. The basis for this calculation is the entire MIO and not for individual future project sites."

Swedish/Sabey should not gain a benefit for using the MIO process to prevent Seattle Acute Care Rehabilitation Clinic from potentially redeveloping their site in a sane and sensible part of a cohesive campus. The lot coverage would be better calculated based on those parcels that Swedish or Sabey own or directly control in the MIO district. Looking at the illustration on page 45, it is clear that a substantial part of meeting this open space requirement comes from the Seattle Acute Care Rehabilitation Clinic parcel and the Carmack House. Alternatively, these properties should be excluded from the current MIO. The MIO boundaries could be drawn to exclude these properties, which would also alleviate the issue. We are basically being asked to accept the following statement as OK:

"I covered my *entire* lot, but it's OK because my *neighbor's* lot is undeveloped... and because I covered *my* lot, my neighbor *can't* develop theirs."

There is also a question of whether 76% lot coverage, and the associated development that comes with it, is appropriate for this context. The lot coverage should be lower in order to encourage the hospital and their developer to meet this standard through some of the methods that have been recommended by the CAC and requested by the community. At the last meeting that I attended, the CAC and members of the public requested options for the 18th Avenue half block that include additional smaller buildings. Consideration of these requests appear to be absent from the documents that have been provided.

It should also be noted here that the central plaza is *not* open space. The plaza is circulation space for automobiles, in other words, a grand driveway. Seattle code does not allow for driveways to be used to satisfy open space requirements, although it appears that Swedish is attempting to make the claim that their driveway is open space (See DEIS 3.3-12). The plaza should count against both lot coverage and any/all calculations that use open space as a basis (e.g. FAR).

26. “Enhanced pedestrian level lighting will be added throughout the campus and along the campus boundaries, especially at the intersections.”

Lighting on campus should be dark sky compliant (<http://www.darksky.org/>). In addition, the plan should acknowledge some type of automatic light control for spaces along the perimeter that may cause light pollution to neighboring parcels. In particular, some lights on higher levels are directly visible and past experience reported by neighbors is that these lights are not always turned off at night. Uses that require a night time presence should be located away from the perimeter and electronic controls on lighting should ensure that lights automatically shut off if not in use.

Page 46

27. “The plan below represents campus amenities draft proposal for review by the community, facilitated through the CAC (Community Advisory Committee). The proposal contains the areas at the campus perimeter (landscape and sidewalks) plus the cross campus connectors and open space areas.”

Amenities provided by other institutions of similar size and scale should be reviewed to provide a comparison, but this amenity package does not either address impacts or the needs of the community. It is also a very unambitious package when compared to Seattle Children’s funding of street improvements in the surrounding neighborhood.

28. “The perimeter Health Walk path on E. Cherry Street, 15th Avenue, E. Jefferson Street and 18th Avenue through sidewalk markers and information stops.”

Has anyone expressed any interest in this amenity? This amenity is –literally– a waste of money. Who are the users? There is no case where this walk is the best available option for someone looking to walk for health. Zero people want to walk along Cherry and Jefferson just for fun. In all cases, there are better routes and better walks in the neighborhood from any point in the neighborhood, including originating at the hospital itself.

The designers must be under orders to only consider possible projects that are on the campus itself. This is natural, as the campus is the campus. However, this is a fundamental flaw of the design

process and an ongoing critique of the hospital. If the world that you plan for ends at the MIO border, then you are not acting as a neighbor embedded in a neighborhood. Amenities for the public are only valuable if the public wants to use them. Who is the user group for this amenity and why would they opt to walk along this route as opposed to the multitude of other more pleasant options? Even patients with limited mobility have better options (for example, Union and 18th is a moderate distance, flat, and contains an excellent non-clinical destination: Tougo Coffee).

29. “The Providence Annex into a community center and/or retail storefront on E. Jefferson Street.”

This, in contrast, has some potential. The building has historical value which means that the form factor and some of the details will remain the same. As such, the building is not well suited for large scale institutional uses. A community center and/or retail opportunity would be interesting possibilities.

However, I would caution against focusing on a community center. There is already a community center at 23rd and Cherry and the Boys and Girls Club is also nearby. Swedish would need a clear partner to fill the space with services/activities that are appropriate and differentiated from the other public services in the area, lest it fall into the same issue at the “health walk”: No users and no purpose.

30. “Pocket parks located along the perimeter health walk will have criteria developed to ensure that the spaces will be sites adequately scaled and effectively spaced to offer usable public spaces.”

Sadly, there is one user group that may use these parks (as there is one user group that regularly uses the existing bench at the new 17th Avenue pedestrian entrance): Smokers from the institution. Otherwise, these pocket parks are not well situated along Cherry Street. On 18th Avenue or 15th Avenue have greater possibilities, but other neighborhood locations off campus may be superior still.

Page 52

31. “The Seattle Land Use Code defines designated open space as...”

Please reference the specific code when making similar statements. In this case, SMC 23.69.030E.4.b. If the text is from the code verbatim, it should be quoted as such. As is, it suggests that there may be some institutional interpretation of the language, instead of the raw language (which in this case the text matches the code).

32. “The designated open space is the central plaza and main hospital entrance off of East Jefferson Street.”

The majority of the central plaza is not open space. It is a central focus point for people arriving by car, but the majority of the plaza consists of space dedicated to circulation. A driveway is not listed on the approved types of public open space (SMC 23.49.016.C.2.A). Additionally, SMC 23.48.020.C.6 (which applies to residential zoning) would not allow the use of the entire plaza as open space. Seattle Children’s MIMP also directly addresses this issue by stating, “Parking areas and driveways are not considered usable open spaces”

(http://masterplan.seattlechildrens.org/documents/4_DevelopmentStandards.pdf, Page 84).

33. "The drop-off zone on the plaza is included in this area because it can be closed to auto traffic for campus events."

No.

The criteria that it *can* be closed to auto traffic means that it is open space, if taken seriously and applied at the city level, would mean that Seattle has roughly 30% of the city's total land area covered by open space. Reductio ad absurdum follows from this because we know that the approximate 30% of the land area used for transportation and circulation in the form of roads is not considered open space by anyone, either informally or formally.

However, even if the plaza *has been* shut down for an event on one or two occasions does not make this a public open space. If shutting down a street qualified a road as "open space", University Way would be considered "open space" due to the fact that it is regularly shut down for community events and markets. 17th Avenue would also be "open space" because parts of it are shut down at least once a year for National Night Out, which is organized by neighbors. We know this is not the case for either, resulting in, again, an absurd logical conclusion. The central plaza is mainly a driveway and will remain part of the primary circulation for the campus (See DEIS C-56). Parts of the plaza may be open, but a nice driveway is a driveway still and does not count as open space under SMC.

The plaza has never been shut down for any significant period of time or with any significant frequency and remains an integral part of the core functioning of the hospital that prevents its use as an open space with the frequency or duration needed to possibly qualify as "open space". As such, this statement should be rejected. It does not make sense.

Also, the calculations used to determine landscaped open space for existing conditions versus the alternatives is sleight of hand. The calculations assert 75,571 square feet of additional open space, which is implausible. Swedish has not provided a map of what they currently include as "landscaped open space", which makes identifying the exact source of this error difficult, but it is difficult to believe that Swedish is able to increase lot coverage from 56% to 76% (as requested) *and* also create 1.73 acres of *new* open space (roughly the area of Yesler Terrace Playfield). See page 30 for more info.

Page 55

34. "4a Transition in height and scale between MIO and surrounding area Swedish is proposing to mitigate building massing by the following (see Structural Setback sections)."

Please see commentary on setbacks found on pages 16, 19, and 21.

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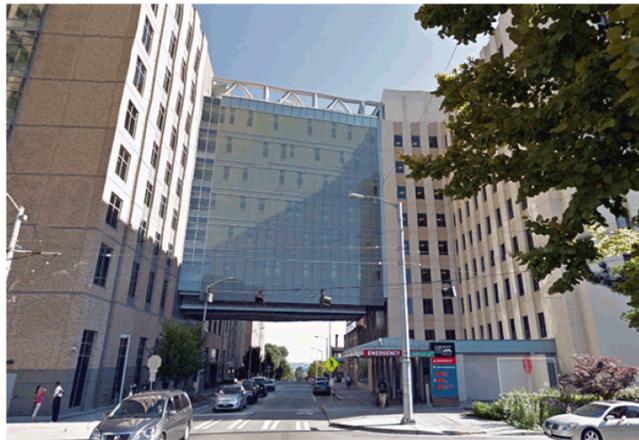
35. "4b. Building width and depth limits Elimination of the LR-3 requirement to limit width to 60 feet without a Green Factor and 150 feet with a Green Factor of .5 or greater. In keeping with the intent of the LR-3 requirement, Swedish is proposing that unmodulated facades be limited to a maximum façade width of 150 feet."

This should not be allowed. The intent of the LR-3 requirement is that buildings are allowed an exception to the 60 rule under the condition that there is mitigation in the form for including "Green Factor" of 0.5 or greater. This proposal would actually *defeat* the intent of the LR-3 requirements by allowing a 150 foot wall *without mitigation*. It would be similar to a developer requesting that they be granted a height bonus offered as an incentive to provide public amenities without providing the public amenities. To have them further claim that allowing the extra height *without* the amenities is the *intent* of the code would challenge belief.

36. "4e View corridors or other specific measures intended to mitigate impact of MIO. ... Any proposed sky bridges should be limited to single corridor, two story and be transparent."

This is actually a lost opportunity. Harborview provides an excellent example of how a skybridge can be integrated into the institution. This feature provides useable space that may be used to offset the height, bulk, and scale of the project. By limited skybridges, especially over 16th, the institution is failing to capitalize on an opportunity to reduce critical impacts while incurring marginal impacts. If the campus is developed along the line envisioned by Swedish/Sabey, then the photo below will become a canyon and will already add to the institutional feel of the campus. Creating usable space in the form of a bridge over this street at mid-block, while also reducing height, would provide greater overall mitigation of scale and shadowing impact to the community than avoiding a skybridge completely.

Consider this: Would the photo below be significantly more inviting if the skybridge did not exist? If this facility was located in a residential neighborhood and the building heights were even greater, would the impacts of such a skybridge outweigh the benefits of lowering overall heights?



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Views of the James Tower will be maintained along 18th and from the central plaza.

James Tower is a landmark of the neighborhood. Views of the tower from the Jose P Rizal Bridge should be considered, as well as from 14th Ave. The hospital has always been the landmark on the hill, but the fact that the tower is historic is meaningful. The replacement of a view of the historic landmark tower with a relatively generic medical building detracts from the character of the neighborhood and reduces the overall meaning of the campus to the neighborhood.

James Tower has long been part of the identity of the neighborhood, something that people liked pointing to from the Space Needle as a landmark that identified the rough location where they lived. The new buildings will not evoke the same feelings as the historic bell tower.

37. “4f. A bicycle and pedestrian wayfinding plan, including directions to the soon to be operating streetcar and bicycle facility locations will be developed.”

The author is once again confused about the location of the project site. The streetcar that will be opened is more than a quarter mile away and separated by a 100 foot elevation *gain* in *both* directions². In this case, the commute specified could literally involve walking uphill both directions. As a result, including wayfinding to the streetcar that is so far off is not going to do anything. Otherwise, more wayfinding is welcome, as would bike racks on the central plaza. Currently there are none.

Page

38. “1. Alternative Proposals for Physical Development – The following (Table DP.1) new square footage over the next thirty (30) years. The ability of the proposed alternatives to meet these square footage goals is fundamental to the medical center meeting its needs.”

This is an odd passage. In this sentence, we are told that 3.1 million square feet is “fundamental to the medical center meeting its needs”, which suggests an absolute. However, on the same page, we are told that two of the three alternatives will provide 2.75Msf and the remainder being (alternative 8) being a non-starter in terms of being the grossest mismatch between the surrounding neighborhood and what is being proposed.

Since these alternatives do not meet the square footage that is “fundamental to the medical center meeting its needs”, their presence indicates that there is something wrong in the argument being made. Either:

- 1) The hospital has over stated its needs and 2.75M is sufficient in their actual estimations of the square footage that is “fundamental to the medical center meeting its needs”.
- 2) The hospital is proposing alternatives that will not meet its own needs.
- 3) Alternative 9 and 10 are not real alternatives to Swedish, since these do not meet the 3.1Msf requirements.

² Calculated from Broadway to 16th, along Jefferson. Approximately 106 elevation gain and 67 foot drop over the course of 2300 feet total.

Possibility 3 would be blatant sabotage of the CAC process and is unlikely. Option 2 seems to be a bad business practice and also unlikely. This leaves the possibility that the estimates provided the CAC, members of the public, and city are overstatements of their *actual* need. This exaggeration, if it is the case, would not be in the spirit of transparency or the deliberative planning process. At time of writing, 5,000 square feet in the Jefferson Tower was available for rent to the public by Sabey.

In addition, some of the aspects of the plan (e.g. Seattle Rehab being severely limited) does not reflect a 30 year mindset for planning for the campus.

As has been mentioned repeatedly in comments both from myself and from neighbors, the question of need is a significant one. The unusual alliance between the hospital and a for profit developer makes it difficult for members of the community to take the assertions of need at face value and if these space requirements are true measurements of need, then one possible outcome of this process is that Cherry Hill is not a suitable location for the hospital. The hospital has a duty to be a good neighbor and honor the agreements that it makes with the community in terms of mitigating impacts and the scope of development.

Page 71

39. "Swedish is requesting exemption from FAR consistent with other MIMPs."

The table on the following page represents the exemptions made for other MIMPs (only those found in the documents are listed). The purpose of this table is to illustrate that what is being requested is not, in fact exemptions that are "consistent with other MIMPs". In particular, the unbound exemption for server areas is an issue.

Sabey Corporation runs datacenters. Data centers are filled with servers. An exemption for server space allows Sabey to effectively build a data center at Swedish Cherry Hill or create rentable spaces for technology intensive companies that focus on the medical industry. For example, if Sabey partners with McKesson Corporation, the present MIMP wording would allow for the development of a building that contains significant server space needed to run their electronic records system for the region. While this would normally be dismissed as a remote possibility, the same entity is driving plans to place 240' buildings in a residential area.

An uncapped exemption for server space is a loophole. It should not be included in the MIMP. A standard exemption for server and electrical space appears to be 3.25%, based on the plans that were reviewed.

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| Institution | Year Adopted | Exceptions Granted | Server Space Exemption |
|-----------------------------------|--------------|--|---------------------------------|
| Swedish - Cherry Hill | TBD | Requested: Below Gr. Str., Parking, mechanical floors, levels, penthouses, closets, and interstitial space that is not occupiable, Electrical Areas (generators, transformers, closets, servers and space that is not occupiable) | Complete Exemption |
| Swedish - First Hill | 2005 | "Customary": Interstitial, mechanical floors, and below-grade space | No explicit exemption stated |
| Seattle Children's Hospital | 2008 | mechanical floor space, interstitial space, below-grade space, parking and circulation areas | No explicit exemption stated |
| Virginia Mason | 2012 | Above and below-grade parking, Rooftop mechanical space/penthouses, interstitial space that is not occupiable (mechanical floors/levels), As an allowance for mechanical equipment, in any structure more than 85 feet in height, 3.5 percent of the gross floor area that is not exempt under subsection 23.45.510.E., Below-grade space, Ground floor commercial uses meeting the requirements of 23.45.532, if the street level of the structure containing the commercial uses has a minimum floor to floor height of 13 feet and a minimum depth of 1.5 feet, Sky bridge and tunnel circulation space within the public right-of-way, Other similar spaces not directly used and/or occupied by the principal medical use | No explicit exemption stated |
| Harborview | 2000 | Parking structure (p 34) | 3.25% for mechanical/electrical |
| Seattle Central Community College | 2002 | Parking structure (p 34) | 3.25% for mechanical/electrical |



The aerial image to the left is of Sabey's Seattle based datacenters (from Google Maps). Which is based on images highlighting the buildings found here <http://sabeydatacenters.com/intergate-seattle/#east>

40. "4. Existing and Planned Future Development Open space is provided at the NW corner of 15th Ave. and Cherry St. North of the NW Kidney Center building; and at the main entry plaza south of the Center Building. Additional open space is proposed as a new courtyard shown in Figures B-22 and B-23 between the Annex Building and the James Tower."

An important note is that *all* of the "open space" listed above currently exists. The space between the Annex Building and the James Tower is, today, a landscaped open area. It is sleight of hand to count this as "new" open space, as it currently exists today and is open to the public. I would encourage the reader to visit this space at your leisure as proof. It is open to all and the area is most certainly landscaped. Swedish or Sabey could disprove this as being "landscaped" by providing their current contract with their landscaping contractor that shows that the area is explicitly excluded from landscape services.

The corner of 15th Ave and Cherry is today, semi-private "open space". The image to the right (courtesy of Google Maps) is the open space that is included in the calculation.



In the calculations found on page 52 of the DMIMP, Swedish asserts that the new alternative will add more than 75,000 square feet of new open space, which will increase the overall open space on campus by percentage. This does not seem possible given that the vast majority of the space claimed as open space is either not legal to consider open space (the driveway plaza) or currently existing. Swedish claims that they will add open space equivalent to the size of Yesler Terrace Playfield (http://www.seattle.gov/parks/park_detail.asp?ID=4563). This does not seem possible. The assertion that more open space will be provided after adding millions of gross square feet to the campus and increasing lot coverage from 56% to 76% is difficult to believe.

Given the statements above, appears to rest on a shell game of open space where driveways are open space and existing open space is not counted as existing today. The DMIMP has significant issues surround claims of open space that cannot be resolved and are not simple clerical errors. These errors reflect flaws in the fundamental assertions about the nature of the campus. It is greatly concerning that the alternatives presented are based on this false premise, along with the others.

41. "8. Planned Development Phases and Plans - The timing of projects on the Cherry Hill Campus is subject to extreme variability due to the uncertainty of funding and the rapid changes in the healthcare environment"

During the course of writing this document, all of the existing and recent MIMPs have been reviewed. This review was essential for creating the tables and analysis presented on the previous pages. All other MIMP documents seem to have a clearer picture and long term plan for their campus. Their proposals are more concrete and present a clearer vision of the future. An issue with the current MIMP is that Swedish/Sabey either does not appear to know what they actually want from this campus or are unwilling to divulge their actual intentions. Even MIMPs that have been developed after the changes to the SMC that allow for more generic and vague MIMPs have a clearer vision of the future and their intentions for expansion at their campus. These plans appear to more directly respond to the needs of their respective institutions because the projects planned are more fully developed and presented with a stronger sense of vision.

In comparison, the Swedish MIMP has amounted to a vague description of the future that seeks to maximize all aspects of the project because the institution appears not to have that same sense of urgency or direction. The current MIMP process does not appear to be driven by the needs of the hospital, but rather the requests of their developer. If it was driven by the needs of the hospital, we would expect to see a clearer timeline of projects that address a vital business need. The only phase of the project that has any clarity is the 18th Avenue half block, which has been an area that neighbors and the institution have fought over for an extended period of time (including lawsuits). The rest lacks clear vision and purpose when compared to similar institutions and their master plans.

One of the issues with this lack of vision is that it does not give the neighborhood the security of being able to predict changes in the neighborhood. The purpose of the MIMP is to give this exact type of predictability and clarity to neighbors and the City. In this sense, the MIMP appears incomplete.

Page 80-83

"23.069.002.A Response: The MIMP minimizes the adverse impacts associated with development with the use of Development Standards that transition the height and scale between the MIO and the surrounding area."

The proposed development standards are insufficient to guarantee this outcome. The height and scale, while "transitioning" within the campus, is far outside the height, bulk, and scale of the surrounding neighborhood. As discussed previously, there is no other MIMP current in effect in Seattle or in draft that has a similar level of intensity combined with a lack mitigation effort. This document has a paucity of explicit mitigation efforts and where those efforts are identified, they are insufficient.

In particular (i.e. including, but not limited to the following):

- Insufficient setbacks directly next to residential properties
- Unmitigatable impacts due to shadows caused by the height, bulk, and scale of alternatives presented, which would significantly impact the vibrancy and livability of the neighborhood.

- The sheer mismatch of scale caused by a misunderstanding of the neighborhood context (i.e. “Eastern First Hill” vs. Cherry Hill).
- An insufficient and unambitious transportation management plan.
- Questionable calculations used for FAR and open space calculations, resulting in overstated benefits caused by the MIMP and understatement of actual FAR

It should also be noted that height, bulk, scale, and transition are not the only areas that are identified for mitigation. The code calls for a mitigation of impacts, not just three or four MIO height limits that gradate from tallest to least tall.

“23.069.002.B Response: The MIMP protects the livability and vitality of adjacent neighborhoods by providing open space, landscaping and site amenities.”

If these are the mitigation measures that protect the “livability and vitality” of the adjacent neighborhood, then the plan has failed.

- The open space calculations overstate open space on campus by incorrectly including the driveway plaza as open space and excluding existing open space (the area between James Tower and the Annex) in the calculation of the existing open space. The result is that the open space provided by the alternatives is greater than it actually is.
- The open space *on campus* does not necessarily imply an effect on the preservation of the livability or vitality of the surrounding neighborhood. A link between the two has not been shown.
- The health walk proposed lacks the most basic market analysis. No one will use it because there is no logical user group that would want to use it. Any and all user groups that are not located on Cherry Hill campus due to healthcare needs are better served by any of the residential streets in the surrounding neighborhood (i.e. any neighborhood street provides similar benefits in a more pleasant environment than the health walk). This is *not* a case of “build it, and they will come”.
 - If the sole user group that may use the health walk is people on campus for business reasons, then it is not a real public amenity and would be justified as providing a service to patients.
- Landscaping on campus (e.g. the traffic circle in the driveway plaza) largely does not impact the neighborhood. Only in certain situations does this become a true mitigation measure.

“Discussions include the establishment of a community retail use within the current annex building that could potentially have sidewalk access as well as access to a new public garden to the north of the annex.”

Improving an existing open space does not equate to creating a new open space.

“The proposed campus perimeter health walk will upgrade sidewalks and landscaping to offer safer pedestrian experience and promote individual health achievement.”

Swedish Medical Center may already be responsible for the condition of the sidewalks adjacent to its property by SMC 15.70.020, which reads:

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“Whenever a portion, not longer than one (1) block in length, of any street (the word "street" as used in this chapter, includes any boulevard, avenue, street, alley, way, lane, square or place) is not improved by the construction of a sidewalk thereon (the word "sidewalk," as used in this chapter includes any and all structures or forms of street improvement included in the space between the street margin and the roadway), or the sidewalk thereon has become unfit or unsafe for purposes of public travel, and such street adjacent to both ends of said portion is so improved and in good repair, and the City Council by resolution finds that the improvement of such portion by the construction or reconstruction of a sidewalk thereon is necessary for the public safety and convenience, the duty, burden and expense of constructing or reconstructing such sidewalk shall devolve upon the property directly abutting upon such portion (which term "property directly abutting" or "abutting property," as used in this chapter, shall be deemed to be all property having a frontage upon the sides or margins of any such portion); provided, that such abutting property shall not be charged with any costs of construction or reconstruction under this chapter in excess of fifty percent (50%) of the valuation of such abutting property, exclusive of improvements thereon, according to the valuation last placed upon it for purpose of general taxation.”

The relevant definition of “block in length” is contained in SMC 23.84A.004, which reads:

““Block" In areas outside downtown zones, a block consists of two (2) facing block fronts bounded on two (2) sides by alleys or rear lot lines and on two (2) sides by the centerline of platted streets, with no other intersecting streets intervening, as depicted in Exhibit 23.84A.004 A1”

It may be possible that Swedish/Sabey has allowed sidewalks to deteriorate to such an extent that the limitations of the “no longer than one block length” becomes relevant, but if so, then this would be a failure of the organization. Barring that exemption, the code reads that if the sidewalk and the replacement of the sidewalk is the issue of the adjacent property owner. If, in the process of development, the sidewalks are made unfit, then they clearly would be expected to be replaced (in compliance with current standards) by the developer.

As such, is bringing the sidewalks up to current standards to provide a “safer” pedestrian experience truly a mitigation feature of *the plan*, or is it just compliance with current regulations? The other aspect, the health walk, has already been discussed as not an effective mitigation measure.

“The Medical Center has encouraged significant community involvement by meeting with the Citizen’s Advisory Committee (CAC) and taking their recommendations into consideration.”

As a former member of the CAC and planning practitioner, I am uniquely qualified to speak to this area. There is a difference between community involvement and compliance with mandatory regulations related to public meetings. The Appendix E provided demonstrates the latter, but not the former.

After more than a year of meetings, the Swedish MIMP has not fully integrated the comments and concerns of the community. The starting position of the institution could be described as “belligerent” towards the neighborhood. This resulted not in community involvement, but a feeling of community

defense. Neighbors surrounding the campus were put through unproductive and at times hurtful meetings where these most offensive alternatives were slowly rolled back. Presuming Swedish was acting with cognizance of the neighborhood context, these alternatives should have been deemed unacceptable by stakeholders within Swedish Medical Center and never put forward.

In addition to selecting a starting position that was a distraction from meaningful conversation by CAC members and members of the public, Swedish Medical Center has taken positions that have been detrimental to the public discourse through such acts as: denying requests for information by the CAC; denying requests for materials produced by their contractors; failing to deliver requested materials related to the PDEIS to CAC members; scheduling meetings outside of the neighborhood to discuss critical documents³; failing to maintain a properly updated website with materials and resources for community members to review; and suggesting in e-mails that CAC members were acting “outside of the code” when attempting to contribute ideas and commentary for consideration in the process (Example, 2013-08-09T11:29-8:00 from Marcia Peterson).

There has been a consistent and strong turnout by members of the community, but community involvement was not because Swedish had invited them to participate in the formulation of the plan. These community members attended because the alternatives presented were so far beyond what they would find acceptable that they felt compelled to attend in order to prevent lasting and irrevocable harm to the neighborhood. The input that the neighborhood has given has been largely ignored or incorporated to a minor extent in the alternatives, but not in a configuration that would result in dramatically different and potentially acceptable alternatives. From my perspective as a former CAC member, it seems like each alternative had a “poison pill” that would prevent it from moving forward. Commentary on specific aspects that were acceptable never spurred “cross-pollination” between the different alternatives leading to new alternatives that embodied the best of the previous alternatives.

As examples of “poison pills”:

- Alternative 1a was dismissed prematurely.
- Alternative 2 placed 90 foot buildings within 25’ of the property line of SF 5000 properties.
- Alternative 3 proposed boundary expansions that were the source of strong, justified, and predictable opposition by the neighborhood. This alternative should never have been proposed.
- Alternative 4 (which was in response to a suggestion that I made) was poorly executed: It placed 105’ buildings along properties with LR-3 zoning and 90’ buildings along SF-5000.
 - The plan also utterly fails to take advantage of the key, defining feature of the plan: A boundary expansion to the half-block between 17th and 18th just north of Cherry Street. In the alternative, this area is proposed as a 37’ foot height, which completely missed the nature of my suggestion that this area be used as the “empty chair” and developed to a moderate height (65’) while restricting over all height across the campus.

³ The meeting was rescheduled to provide Swedish time to decorate for a holiday party that was to take place on the day after the meeting. Neighborhood residents who showed up to the regular meeting locations walked into rooms that were not being actively decorated, only partially decorated, and that could have easily accommodated the meeting.

- Alternative 5 proposed a street vacation and then designed the alternative *not* to use the additional land area granted by the street vacation in any significant way. It also placed 105' buildings next to LR-3 homes.
- Alternative 6 was nearly identical to Alternative 5.
- Alternative 8 proposes redeveloping the historic annex into a new office building and the greatest heights of any alternative.
- Alternative 9 and 10 retain, as do all others as a minimum, the 50' full half block development on the 18th. Heights remain too tall for the context of the neighborhood, but far closer than the original proposals.

Alternative 9 and 10 is the type of alternative that should have been presented at the *start* of this process, as it is an imperfect, but contains potential. If the CAC and community had been able to channel their efforts and ideas towards this and if this idea had been refined over the past year, I believe that we would be in a place where an effective compromise might have been possible.

In summary, it is true that public meetings were held and that they were very well attended by the public, but this does not mean that the CAC was collaboratively or "significantly" involved in the creation of a viable alternative that balances the needs of the institution with the needs to the community. The progress on creating such an alternative was hindered primarily by the ill-conceived alternatives and a seemingly recalcitrant attitude towards the process by the institution/developer. An alternative that creates a reasonable balance between the institution and neighborhood does not currently exist and has not been put forward in the current DMIMP.

"Make the need for appropriate transition primary considerations in determining setbacks: The MIMP's proposed setbacks provide appropriate transition to the surrounding area."

This author disagrees. Please see previous commentary on pages 19 and 21, among others.

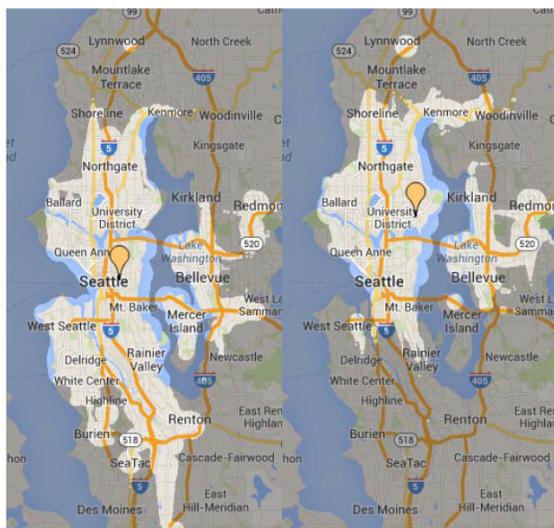
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“The proposed TMP is intended to reduce SOV trips to 50 percent, reduce parking demand, and increase the use of alternative modes of transportation (Transit, walking and bicycling).”

This is the same goal that Providence set in 1994 and has failed to meet in 2014. There is low faith in that Swedish will be able to meet this goal. Swedish Medical Center must demonstrate what is going to be different this time around and why such an unambitious target has been adopted. Seattle Children’s has, over the same period of time that Swedish has failed to meet this

goal, reduced their SOV share of commute trips from 73% in 1995 to 38% in 2013 (See Seattle Children’s Master Plan, page 39). It should also be noted that Seattle Children’s is located in a more auto-oriented neighborhood with fewer transit options. The map above shows areas accessible to each campus (Cherry Hill on left, Children’s on right) within a 60 minute transit trip (via www.mapnificent.net).

In short, Swedish is asking us to believe that they can accomplish in the next 30 years what they promised to do in 1994 and that Seattle Children’s has already done in the meantime despite a less conducive location. Swedish has not during the MIMP process *demonstrated* any real zeal in changing the culture of transportation at the Cherry Hill campus or addressing ongoing public concerns about existing conditions⁴. Promises have been made, but they were also made in 1994. Detailed comments on the TMP will follow.



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⁴ After much conversation about transportation by the CAC, they did eventually send out an e-mail, hold a “transportation fair” with a bike workshop on campus, and have contracted with Commute Seattle to work on their TMP. While these are positive initiatives, it would have been better if these initiatives had been incorporated into the transportation culture of Swedish at Cherry Hill years ago. Issues surrounding Parking and enforcement of parking remain untouched to my knowledge.

“Through the MIMP: 1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth. Response: Swedish’s intent in requesting approval of a new MIMP is to do just as this purpose and intent statement states.”

Please see comments on page 31.

“The purpose of providing a decentralized network of primary care clinics is to make the first step that patients take in accessing health care a convenient, personal and efficient one.”

This language appears to be directed towards the critique that Swedish should investigate a strategy of decentralization for Swedish at Cherry Hill. However, it misses the point of the critique. The point is not to claim that Swedish is *not* a healthcare network with multiple locations. It is that given the magnitude of the requested space and needs and the incompatibility of the height, bulk, and scale of the alternatives presented with the surrounding neighborhood, Swedish should look at alternatives that lead to a less intense use of Swedish Cherry Hill through decentralization.

This comment does not dismiss this criticism. While the future of Swedish Cherry Hill will be a more intense use than it is today, it must also be one that effectively balances the needs of the hospital with the needs of the community. Swedish Cherry Hill exists in a residential neighborhood thanks to a fluke of history, but there is a limit to what a residential neighborhood can support in terms of institutional utilization before the impacts on vibrancy and livability manifest in a negative way. It is my belief that the present alternatives do not do enough to mitigate the impacts of the proposed development and that the total scale (high rise commercial buildings next to low rise residential) is out of place in this neighborhood. The hospital should consider whether the need stated could be accommodated elsewhere in the network in order to create a balance between the needs of the institution and the public.

Page 85-86

Community Space: Under the proposed MIMP, the expanded Cherry Hill campus will feature enhanced public green space and a neighborhood health walk that encourages residents, staff, patients and visitors to seek health through activity.

The majority of the former exists on the current campus and the latter is not an amenity that serves no one.

The new MIMP also proposes a One Bus Away kiosk for bus commuters, a summer months farmers market, a quarterly transportation and commuter fair and a Swedish community transportation liaison.

The One Bus Away is welcome. This is the first and only mention of a farmers market in the MIMP. However, this is still not enough to call this driveway open space. Please see page 25 for my rebuttal. The rest are welcome.

Part D: Transportation Management Plan

General Comments

The transportation management plan presented is simply not ambitious. It represents effectively the bare minimum that an institution could do in terms of crafting a TMP and pales in comparison with other TMP plans, especially the notable and exemplary work done by Seattle Children's. While Swedish is proposing to retain the 50% goal from 1994, Seattle Children's (which also set that same goal in 1995) is currently at 38% SOV ride share. If anything, Seattle Children's is in a potentially more challenging location than Swedish at Cherry Hill (See page 36). Their success reflects a success of their ability to manage cultural change and adhere to standards that make them leaders in the major institution community. Their current goal under the new MIMP is 30% SOV mode share.

The table below contains a summary of the different current goals and current SOV rates reported in TMP plans from other MIMP. Included here are Seattle Children's, Virginia Mason, Seattle University, Seattle Central Community College, Harborview Medical Center, and Swedish First Hill.

| Institution | Old | New | Actual | Notes |
|-----------------------------------|-----|-----|--------------|--|
| Virginia Mason | 50% | 30% | 27% | Virginia Mason has maintained this rate for over a decade. |
| Seattle Children's | NR | 30% | 38% | Includes day shift employee s only. Excludes patients |
| Seattle University | 40% | 35% | 39% | Includes all campus user s. Staff/Faculty is 39% SOV. |
| Seattle Central Community College | 50% | 50% | 49% | Includes Staff, Faculty and Students |
| Swedish Cherry Hill | 50% | 50% | 56% | |
| Harborview Medical Center | 45% | 45% | Not Reported | Includes day shift employee s only. Excludes patients |
| Swedish First Hill | 50% | 50% | Not Reported | Includes day shift employee s only. Excludes patients |

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Cont.

- Your comments on the Transportation Management Plan have been forwarded to Swedish. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.

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According to the information reporting the individual MIMP documents, out of these institutions Swedish Cherry Hill is the only major institution that has failed to meet their previous SOV target. All other institutions met or exceeded their goals. While Virginia Mason may be uniquely situated to take advantage of excellent transit service, Seattle Children's, Seattle University, and Seattle Central Community College all are in similar transit services areas with similar levels of connectivity to the surrounding community. If anything, the academic institutions have a handicap because they include students in their standards, not just day time employees as Swedish does.

Being a world class institution means leading the way and striving for excellence in all areas of operation, including in the functioning of the transportation management plan that is required and forms part of the underlying rationale for the type of heights and development standards allowed by a MIO zoned area. It is clear that Swedish has not lived up to the standards of a prestigious institution in this area, as it has failed to meet the goals of the TMP while all other institutions have seen success at reducing their SOV rate below the mandated 50% goal. Swedish must take the TMP more seriously and *demonstrate* that they are serious at living up to their obligations under the plan. A 40% goal would be an excellent place to start. The expertise exists and transportation management plans are no mystery. Successful institutions reflect a culture of excellence and a commitment to their plans.

Will Swedish integrate their TMP into their operations and culture this time around? That will depend largely on how they view themselves. Do they strive to meet the minimum required by law or do they wish to lead as a forerunner in the major institution community? Currently, the two least ambitious (and the least successful) transportation management plans belong to Swedish campuses. Is this acceptable in the eyes of Swedish management? It should not be.

Page 91

"The 2013 Recommended Bicycle Master Plan identified 18th Avenue as a neighborhood greenway"

In Appendix D Table 1, Policies T6 it indicates that Swedish would provide "pedestrian and bicycle enhancements along the site frontage consistent with the greenway designation". While nice, this does not reflect leadership in this area by Swedish. In contrast, Seattle Children's donated more than \$3,000,000 to the City of Seattle to fund bike and pedestrian improvements in the surrounding neighborhood, which resulted in the implementation of the 39th Ave Greenway. These donations were written into their MIMP (page 95) and are only part of their overall TMP.

Swedish is encouraged to research the positive results that these efforts have brought to Seattle Children's, both in terms of physical improvement in the neighborhood and the positive attention that has been brought to their institution as a result.

"The campus currently provides 132 bicycle parking spaces for visitors and employees."

Oddly, none of these appear to be provided on the driveway plaza. A great mystery is why there is a concrete slab very obviously sized for bike parking in front of the James Tower, but no racks. During several of the CAC meetings, members of the public biking to the meeting were forced to chain their bikes to a lamp pole instead of a secure rack.

“Based on future population projections presented previously in this MIMP for Alternatives 8, 9 and 10, the plan would require 131 to 128 bicycle parking spaces, respectively”

Is this meant to say 131 to 128 *additional* bicycle parking spaces, or is this sentence stating that after adding millions of square feet of additional space Swedish may remove between 1 and 4 bicycle parking spaces and still meet the bare minimum required?

If the latter, how does Swedish intend to increase bicycle usage on campus when they make it difficult to park bicycles?

Page 92

“Depending on the overall effectiveness, these programs may be considered for ongoing implementation.”

*“Do. Or do not. There is no try.”
-Yoda*

Discussion of “pilot” programs is problematic. A program that lacks institutional commitment *will* fail. Successful TMP programs require consistent and prolonged effort to achieve results. The “pilots” described are not innovative new programs, but tried-and-true, off-the-shelf defaults that nearly every transit management plan has because they are widely known to be effective. Why “pilot” these changes when the successful institutions have already done these things and achieved their goals?

However, what is worse is that as described these “pilots” can be predictably said to not be aggressive or ambitious enough to cause significant change. In other words, they will not move the needle and the language of the MIMP creates a pretext for saying, “Well, despite the fact that *a//* other institutions can figure this out, Swedish Medical Center cannot reduce SOV commutes. We tried!” Swedish medical center needs to demonstrate commitment and the will necessary to implement serious changes to their transportation management. Bold measures are required, not incremental “pilots” that end up being flashes in the pan.

Those neither effect change nor instill confidence.

Page 94-96: Table D-4

Transit: Provide all tenants with access to a minimum 50 percent subsidy of transit pass cost including ferry, rail and increase this subsidy, if necessary, to achieve the SOV goal.

A clear new subsidy should be established as part of the MIMP. History has clearly shown that 50% is not sufficient to adjust the SOV rate at Cherry Hill. Seattle Children’s provides a 100% subsidy. Seattle University provides a 90% subsidy. As a starting point, Swedish should commit to providing a 100% subsidy for transit passes until the SOV rate drops below 50% through the combined measures contained in the TMP.

Bicycle: Bike lockers for a fee

The fee should be nominal (\$20/quarter, perhaps).

Bicycle: Commuter Incentive Pilot: Work on a biking and walking incentive program. Work with onsite retail to offer bicycle benefits or other commuter incentives (e.g., Starbucks, gift shop, cafeteria)

As mentioned, we already have examples of success in this area. A successful incentive program would include:

- A cash bonus for each day where the commute is completed by a non-SOV means (Seattle Children's currently pays \$65 per month)
- A free bike for employees who commit to using it for their commute.
- A \$100 per year bonus for commuters who walk or bike
- Instead of negotiating with the onsite shops for x%, why not simply deposit money onto Starbucks cards that belong to employees who are biking/walking?

Parking: Restricted access to monthly parking passes.

Access should be severely restricted and priced at least 1.5x a one-zone peak transit pass (currently \$90).

Neighborhood Parking Reduction: Regular contact with City parking enforcement to encourage patrolling

Swedish Medical Center should simply pay for additional patrolling in the neighborhood or provide something like a 0.75FTE position that is in charge of enforcement and security.

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Richter, Nicholas

1. Your comments concerning Swedish communications are noted.

Dear Mr. Sheppard, Ms. Haines, and Members of Swedish Medical Center,

Recently while visiting the Cherry Hill website maintained by Swedish to provide information about the project, I was greeted with an invitation to “become a supporter”. In addition, my understanding is that there has been a direct mail flyer sent to some (but not all) residents with information about how to “become a supporter” of the project. While Swedish is entitled to conduct this type of marketing, the lack of information provided by the flyer (a common theme with other documents in the MIMP process) does not provide the recipient with sufficient information to make an informed decision about whether to support the plan or not. In addition, the timing of the flyer does not reflect the type of community engagement that is held in high regard. It is, in short, a political stunt as demonstrated by the fact that this is the *first* mail notification sent to the broader community asking for engagement in this *two year* process.

To address the first point, there is no information provided about the actual plan, such as a rendering, that would allow the recipient to have an understanding of the height, bulk, and scale of the plan being proposed. The hospital is asking the recipient to endorse their plan based on the fact that they are a hospital, and not on the merits of the plan itself. While Swedish does provide a value community service, the purpose of the CAC and the MIMP process is to ensure that the physical design of the facilities balances the needs of the community and the hospital. A key component of this is whether the height, bulk, and scale is compatible with the surrounding community. As mentioned in previous documents, the present MIMP is unprecedented in Seattle given the amount of development proposed and the surrounding context. There is zero information presented in this flyer that would allow a “supporter” to actually understand what they are supporting.

In addition, the webpage prompts the user to sign up as a supporter in order to receive updates and access the website. This marketing practice, more at home on click bait websites like buzzfeed and other low level news aggregators, again does not allow the user to see anything that would allow them to make an informed decision. Once they are signed on as a “supporter” there is no way to remove their name from the list if they review the documents and decide that they are not in support of the plan. In contrast, members of the community who have been discussing the plan with other neighbors have printed copies of the plan and the renders that are part of the plan. This information *about the plan and proposed development* is presented for the neighbor’s consideration *before* any possible decisions about supporting or objecting to the plan are made. Furthermore, the “sign up for updates” aspect available for supporters is an odd addition as this type of update list might have been useful for members of the public that have been engaged in this process for the past *two years*.

In short, Swedish is asking visitors to their website and recipients of the mailer to voice their support before they know what they are supporting, which is manipulative and dishonest. It is easily foreseeable that people may sign up as a “supporter” based on false impressions about the proposed plan and later regret their “support” after seeing what is actually being proposed. Therefore, the data gathered from this exercise should be viewed as suspect, since there will predictably be bias induced by false data in the dataset.

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This brings me to the second point: Even ignoring the fact that there is no information provided in the flyer or website prior to being asked to make a decision to support a most likely unknown project, the timing of the flyer suggests that the purpose is purely political. The Swedish MIMP process has been active for more than two years. During this time, zero direct flyers have been sent to neighbors advertising opportunities to contribute to the plan. This sudden interest in getting people to the meetings and speaking in favor of the plan is new. The type of deliberative planning that serves as the theoretical roots for the MIMP laws places heavy emphasis on the early and active engagement, as well as active recruitment of stakeholders with differing positions. The core concept is that early intervention leads to better plans by catching gross errors when they are most easily corrected. If SMC had been conducting earnest community engagement in this process, we would expect to see flyers come out at some point earlier in the multi-year process.

As it only appears now, after the documents have become "official" and the alternative have the appearance of being set, the flyer appears to be marketing and political maneuvering to pass the flawed plan that they have presented. The plan is deeply flawed and disappointing. These new voices effectively have no say in the process since the "decisions" are already made. They will not have been involved in the process, will not have spoken at any of the meetings, and, very likely, will not have reviewed the plans. When these new participants do speak, I will predict now that you will hear very little about the plan itself and much more about the good the hospital is. However, what is being deliberated is the physical plan, not the emotional value of the hospital or its effectiveness as a medical provider. This is a major institution master planning process, not a hearing for a certificate of need.

In addition, despite the fact that public commentary is available to all members of the public and that the CAC has been generous in ensuring that all members of the public are afforded time to speak at the CAC meetings, few if any people have ever spoken in favor of the plan. If there was broad community support for the hospital, we would reasonable expect to have heard more positive stories about the plan itself. However, it has been my experience that when members of the public are presented with the actual plan and asked to consider the details of the plan (be it the height, bulk, and scale, the transportation impacts, or any of the other myriad of impacts), an informed member of the community generally concludes that the plan does not effectively strike a balance that preserves quality of life, reflects context sensitivity, and allows for expansion of the hospital.

This is conclusion that I have reached as an informed member of the public and after extensive review of the documents provided by SMC over the past two years. The current flyer and the website are not designed to provide the information needed to reach an informed conclusion. The hospital is trading on the good will generated by their role as a healthcare provider and not on the merits of the plan they have proposed.

Thank you,

Nicholas Richter

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- 2.** Your comments concerning balance between preserving quality of life and the proposed expansion are noted.
- 3.** Your comments on Swedish communications are noted.

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City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

*My comments are included in the attached
Hodge Review written by Nicholas Richter
who served on the CAC. He has presented
a clear factual Review with which I agree
strongly - The Swedish plan is too big to
fit into the existing neighborhood
Sonja Richter*

1

Please provide additional comments on the back, if desired.

Name Sonja Richter Would you like to be on the mailing list? Yes No

Street/P.O. Box 827 17 Ave

City Sea State WA Zip 98122

E-mail sonja.richter@gmail.com

Place
Stamp
Here

Richter, Sonja

1. See response to Nicholas Richter's 41-page comment letter.

Peli, Michael

From: Sonja Richter <sonja.richter@gmail.com>
Sent: Wednesday, July 02, 2014 12:33 PM
To: PRC
Subject: Master Use Permit No.3012953 500 17th Ave

I oppose the approval of the development at Swedish Cherry Hill/Sabey Property because of the following:

1. The height of up to 200 feet is simply too tall for any building in a residential neighborhood. This will create greatly expanded areas of shadow, loss of views and create negative wind patterns that will effect neighboring homes. The issue of height has been brought up at every public meeting over the past 2 years. The project includes plans for many buildings that are simply too tall.
2. The campus lacks adequate public transportation due to King County budget cuts. There is no bus line on Cherry and on Jefferson there will soon be only one bus line. Thus, there is a severe lack to public transportation and this requires driving or taxi use or walking from 23rd Ave to 17th, walking from Broadway to 17th or from Union and the #2 (which will also be cut) or from Yesler (where the #27 will also be cut) and all of these walking options require walking up to 8 blocks or more from area streets with a bus line. Not likely for ill people or employees on a daily basis. The current size of the Swedish has never met it's parking goals and there is little likely hood that they will during the next 20 years. The plan is simply not served by enough public transportation to make the proposed project realistic.
3. Because Sabey and Swedish are merged on this project I oppose the project as the community has never at any time at any meeting been clearly told of the role Sabey plays, what exactly Sabey will build and for what purpose and will also have not been clearly told of the plans Swedish is making. Thus, approving this project grants permission to build WHAT? The role of what Sabey will build is simply so unclear that approval is out of the question as far as real information is concerned. Why approve a plan with so little exactly made known to the community? What would we or the City really be approving? There have been no answers to this question.
4. The project simply is too big, the height, density, bulk too extensive to be set in a residential neighborhood will a severe lack of public transportation, there has not been adequate creation of parking for current staff who use area streets for their parking needs, even with the past 20 years to meet the goals established by the last Master Plan and the true need for additional space has not be provided and the use Sabey plans are unknown. Thus, approval must not be given to project #3012953.

Sonja Richter 827 17th Ave. Seattle 98122

Richter, Sonja

1. Your comments concerning the proposed heights are noted.
2. SDOT considers a bus stop within half-mile to be a potential walking distance. There are 8 King County Metro Transit routes within a half-mile (or 10- to 12-minute) walking distance of Swedish Cherry Hill. King County Metro is currently experiencing a funding shortage and it is anticipated that in late 2014 there would be service cuts and changes to routes 4, 211, 64, and 193 serving the Swedish Cherry Hill campus. The impact of the changes in transit capacity is reflected in the No Build analysis.
3. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
4. Your comments concerning height, density and bulk are noted.

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Clowe, Michael

From: BK [bkripper@cablespeed.com]
Sent: Wednesday, April 03, 2013 11:05 PM
To: PRC
Cc: 'BK'; mash@cablespeed.com
Subject: Swedish Cherry Hill EIS Scoping Comment

Sabey / Swedish Medical Center, Cherry Hill Campus MIMP Scoping Comment

As a resident of the Squire Park neighborhood for more than decade, we oppose all expansion and all alternatives of the Swedish Cherry Hill MIMP. This expansion would do nothing to improve the neighborhood but do much to destroy a historical Seattle neighborhood with a rich and diverse history. The growth of Seattle University and previous Sabey/Swedish Cherry Hill additions has already had negative effects on neighborhood access and quality of life. The increased traffic in the neighborhood would negatively affect residents with decreased air quality, increased commute times, more trouble parking for residents and guests as well as making the streets of the neighborhood more dangerous for the many families which already live in the area around Cherry Hill campus. The proposed increased building heights would alter the neighborhood tremendously. Many residents to the East would lose almost all afternoon sun and possibly experience increased winds if large buildings, even 37 feet in height, were allowed to be built in the neighborhood. The current Sabey/ Swedish Cherry Hill campus is already much higher than anything else in the neighborhood as can easily be seen on any neighborhood map. The proposed road closures would make travel in the neighborhood much more difficult and places an unfair burden on residence many blocks around the proposed expanded area whom would experience tremendous increases in traffic. With the current campus, there are already many traffic issues with visitors trying to figure out where to go and where to park. Jefferson Street around Sabey/Swedish Cherry Hill has already become so difficult many residence now use other roads to travel impacting more and more residence in Squire park neighborhood and surrounding areas. The proposed road closures would also negatively affect many other non-Squire Park residents as several of the streets are popular bike commuter routes. There are many road accidents around the Sabey/Swedish Cherry Hill campus. These accidents during business hours should be investigated to determine how many involved patrons of the current Cherry Hill campus as this would add more evidence of the negative impact campus expansion has already had on the Squire Park neighborhood. There are many young children who reside around the current campus who would be put at greater risk with the increased traffic this expansion would bring to the neighborhood. The increased noise and traffic from an army of construction equipment would have additional negative impacts on the area. We lived here for the last expansion of the campus and remember the constant noise, smell from the exhaust of dump trucks which constantly traveled down Jefferson Street. These trucks travelled East so this proposed expansion would have negative impacts well beyond the boundaries of the campus and the Squire Park neighborhood. We in the Squire Park neighborhood have already been inconvenienced by hospital expansion which really wasn't very long ago. The fact that this campus cannot seem to properly plan a future without severely impacting the surrounding neighborhood should be taken into consideration.

This is being presented and sold to the City of Seattle as a needed hospital expansion by a hospital that out of space which needs to expand to provide better health to the community. This is not true. Swedish Cherry Hill has many options which are not being pursued. Swedish Cherry Hill could reclaim some building space it currently chooses to lease to third party businesses not affiliated with the hospital. Swedish could have planned appropriately and satisfied many needs with the recent expansion of the Swedish First Hill Campus. To ask the residence of a historical neighborhood to make so many sacrifices for private, for profit organizations is unacceptable. Swedish Hospital could also use satellite campuses in other parts of the city without having a drastic negative impact on one neighborhood with many long term residents.

Once again, we are opposed to any Sabey/Swedish Cherry Hill Campus expansion including all alternatives presented in the MIMP.

Thank you,

Ripper, BK

1. There are no proposed street vacations or road closures. Section 3.7.2.7 Traffic Safety of the Draft and Final EIS provides a review of the past 3-years collision history in the study area. In addition, the Final EIS provides a review of the City's 2014 High Collision Locations (HCLs). Section 3.7.4.2 notes mitigation related to HCLs that are impacted by the Build Alternatives. In addition the proposed TMP described in Section 3.7.4.1 includes developing a wayfinding plan to guide visitors to appropriate campus parking. Your comments on traffic and the neighborhood are noted.
2. Your comments on need for space and your preference are noted.

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Peli, Michael

From: David Saracini <david.saracini@gmail.com>
Sent: Sunday, July 06, 2014 9:13 PM
To: PRC
Subject: Swedish Medical Center Cherry Hill Campus Master Plan (project #3012953)

July 6th, 2014

Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
PO Box 34019
700 5th Avenue, Suite 2000
Seattle, Washington 981044019

Ms. Haines,

The purpose of this email is to go on record as opposing all alternatives (#8, #9, #10) currently being presented by Swedish and Sabey Corporation for the Cherry Hill Campus MIMP.

The overall height, bulk, and scale of the existing proposals are fundamentally incompatible with a primarily single-family and low-rise neighborhood - and that is exactly what surrounds the Cherry Hill campus. The shadows during the winter would extend 3 or 4 blocks into the northern neighborhoods and completely block the sun for many residents.

Also, the transportation section of the DEIS paints a disturbing picture of the traffic impacts. All three alternatives would result in four intersections dropping to a level of service (LOS) of "F" in the afternoon peak (and two during the morning peak). This does not just affect the immediate, surrounding neighborhood, but a much larger area where people need to get from their houses to either I-5 or I-90 for work in the morning and afternoons.

In conclusion, good neighbors don't build 200+ foot buildings 1/2 block from single-family homes, and bad neighbors should not be allowed to expand.

Best Regards,

David Saracini
725 B 16th Ave
Seattle, WA 98122

Saracini, David

1. Your comments on compatibility of the proposed height, bulk and scale are noted.
2. The traffic and transportation analysis have identified the intersections where impacts could occur, and a number of mitigation measures have been developed (see Section 3.7.4 of the EIS). The mitigation measures include a Transportation Management Plan designed to reduce the number of people who drive to the campus, and intersection improvements (such as traffic signals) to allow traffic to flow more smoothly.
3. Your comments on neighbors are noted.

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Peli, Michael

From: Kat Schieber <Kat@Schieber.us>
Sent: Friday, July 04, 2014 3:09 PM
To: PRC
Subject: Swedish Zoning Variance Protest

July 3, 2014

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development

This is a letter of protest against the Swedish expansion plan at the Cherry Hill campus.
Ref. Master Use Permit No. 3012953
Project Address: 500 17th Avenue

The addition of a monolithic hospital complex with its accompanying influx of traffic and activity is impossible to imagine in this single family residential neighborhood. The impact of several thousand more cars per day changes this from a pleasant, relatively quiet place to live into a constant stream of noise and pollution. The height and scale of the buildings is enough to put our yards in shadow, destroying our gardens and outdoor spaces.

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Swedish claims to be building this large complex as a benefit to the neighborhood in the way of services, but this is just talk. Swedish is destroying the vitality of the surrounding neighborhoods by dropping a behemoth in its midst with all of its trappings.

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This neighborhood cannot support the additional traffic this project will create, both during construction and after completion. The noise, increased activity level, looming structure, a home in shadow, all these things are what the Swedish project brings to this neighborhood. This expansion should be taking place where transit routes are already established as part of the Seattle "Urban Villages" plan.

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The variances should be denied. The zoning was put in place to protect the residences in our neighborhood. Make Swedish comply with Seattle not Seattle with Swedish.

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David & Kat Schieber
727 19th Ave
Seattle, WA
98122

Schieber, Kat

1. Your comments on traffic and activity levels are noted.
2. Your comments on the neighborhood vitality are noted.
3. Your comments on traffic, noise and shadows re noted.
4. No variances are being requested. The Seattle Land Use Code allows the location of Major Institutions (both medical and educational) in residential zones subject to the Major Institution Master Plan process.

Attachment

From: Greg Schiff <gschiff@me.com>

Date: June 7, 2014 at 12:56:03 PM PDT

To: "Kimlientran5@gmail.com" <Kimlientran5@gmail.com>

Subject: My grandfathers birth home

Hello Kim,

My name is Greg I met you at your front door coming to visit the house where my grandfather was born. His name was Irwin Pearl he was born in your home December 25th 1913. His older sister Lydia and younger brothers Buddy and Wes were also born in your home. They were all raised there, all 4 attended Garfield High School and all 4 graduated from the University of Washington. My grandfather got his PHD in organic chemistry in 1938 and left Seattle in 1941 to be the chief research scientist at the Institute of Paper Chemistry in Appleton Wisconsin. His long career yielded 60 patents including a cure for Valley Fever and Jungle Rot, many contributions to the Handbook of Chemistry, and he was the author the Chemistry of Lignon or paper chemistry. My Great grandparents sold the home during WWII after all the children moved out.

My grandparents moved from Wisconsin to Delaware in 1999. My grandmother passed in 2005 and my grandfather passed May 14th 2014 over 100 years old. His youngest brother Wes is the last of that generation and he lives in Bellevue Washington. I thank you for talking with me on your front porch. I hope you and your family have many happy years in your home that has a rich history of good times and strong family values.

Greg Schiff

Schiff, Greg

1. Your comments concerning the history of the house are noted.

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**Swedish Cherry Hill MIMP EIS (DPD # 3012953)
 Draft EIS and Draft Master Plan Comment
 Sheet**

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today.
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

The project is out of scale - by a long shot with the character of the neighborhood. Too tall, too big

Traffic - specifically cut through traffic - mitigation has also not been appropriately addressed. There is no public transportation to the area. Parking from new car trips to the area employees & patients also has not even remotely been addressed.

The proposed mimp should be rejected in its entirety

Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes ___ No ___

Name Jutta A. Schneider
 Street/P.O. Box 1806 S. Lane St.
 City Seattle State WA Zip 98144
 E-mail jutta@centralphysicaltherapy.com

Place
Stamp
Here

Schneider, Jutta

1. Your comments on the scale of development are noted.
2. See Section 3.7.4 of the EIS for proposed traffic mitigation. The mitigation measures include a Transportation Management Plan designed to reduce the number of people who drive to the campus, and intersection improvements (such as traffic signals) to allow traffic to flow more smoothly.
3. There are 8 King County Metro Transit routes within a half-mile (or 10- to 12-minute) walking distance of Swedish Cherry Hill. King County Metro is currently experiencing a funding shortage and it is anticipated that in late 2014 there would be service cuts and changes to routes 4, 211, 64, and 193 serving the Swedish Cherry Hill campus. The impact of the changes in transit capacity is reflected in the No Build analysis.
4. The Final EIS identifies the required parking supply to meet the peak demand for both 50 percent and 38 percent SOV rates (see Final EIS Tables 3.7-10 and 3.7-15). The parking proposed with completion of the proposed expansion is intended to satisfy the parking needs of the campus. Parking in the adjacent neighborhoods will be addressed through the parking related elements of the TMP such as overall pricing structure and local enforcement techniques (see Section 3.7.4.1 of the Final EIS).
5. Your preference is noted.

Camacho, Rodolfo

From: Haines, Stephanie
Sent: Tuesday, June 24, 2014 4:26 PM
To: PRC
Subject: FW: Swedish Cherry Hill MIMP, Project Number 3012953

From: CherryHill.SwedishMIMP.org Website [<mailto:dshoemaker@andersen-const.com>]
Sent: Tuesday, June 24, 2014 2:01 PM
To: Haines, Stephanie
Cc: enauseda@frause.com
Subject: Swedish Cherry Hill MIMP, Project Number 3012953

Dear Ms. Haines,

Swedish Cherry Hill MIMP Draft Environmental Impact Statement (EIS) and Draft Master Plan
Project number: 3012953, Project address: 500 17th Avenue, Seattle

I am writing in support of Swedish's proposed master plan at its Cherry Hill campus located at 500 17th Avenue (project number 3012953). It is imperative that Swedish expands its current campus to meet the growing need for healthcare and to treat and find cures for cardiovascular and neurological diseases. Please approve this plan as quickly as possible.

Regards,
Drit Shoemaker
900 Poplar Place S
Seattle, WA 98144

Shoemaker, Drit

1. Your comments and preference are noted.

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July 3, 2014

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Re: Master Use Permit No. 3012953
Project Address: 500 17th Avenue
Sabey/Swedish Expansion

Dear Ms. Haines:

In response to the proposed project at Swedish Cherry Hill, I offer the following comments and concerns.

Scale and Regress of the Project:

The proposed height and large block-like buildings should be lowered and scaled back to better gradually lessen in size as they come lower to ground level in order to better fit in with the surrounding existing residential neighborhood. Huge block and rectangular buildings which rise up suddenly are not aesthetically pleasing.

Light & Shadow Issues:

If the development is done as currently proposed, most of the areas within a block or two of the development will suffer considerable loss of light and have great shadow effect, especially in the fall and winter months, when any possible light is so desperately needed here in Seattle. And, most of the surrounding area includes residential structures, not other businesses.

Fitting in with the Existing Residential Neighborhood:

Because the project site is actually quite small and confined by an old established residential neighborhood with many historically relevant homes and buildings, it is important that the development try its utmost to "fit in" with the surrounding neighborhood. This includes size, height, color, type of architecture, building materials used, buffer zone between development and residential neighborhood, sidewalks, public amenities, open space, plantings trees, to name a few.

Architectural Style & Integrity of Historic old Providence Hospital Tower:

The old, beautiful Providence Hospital Tower is a Seattle landmark, lit up at night as a beacon for Cherry Hill and the planes that fly over it on their way to SeaTac airport. It should remain a prominent landmark on Cherry Hill and not be obscured by the building development around it. If it is not already an "historic structure," it should become listed on the National Register of Historically significant buildings and/or structures and be protected and maintained for the future. It also ties in beautifully with the nearby Immaculate Conception Catholic Church just a few blocks away. They both have lovely towers which can be seen from far away and are also enjoyed by the local neighbors and are beautiful brick structures with architectural detail which could not be re-created today.

Sloan, Mary Beth

1. Your comments on the proposed scale of development are noted.
2. Shadows would vary by Alternative, with Alternative 12 casting the least shadows. See Section 3.4 of the EIS for shadow diagrams.
3. Your comments concerning the compatibility of design are noted.
4. Your comments concerning maintaining the historic tower are noted. It is listed on the City of Seattle Landmarks.

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Noise:

Any development will add additional noise to an already noisy environment. More people, more cars and trucks, vans, ambulances, etc. will add to the noise level which, at times, is already difficult for the residents who live and sleep nearby. Noise impacts should be mitigated as much as possible.

Traffic:

Any development will add to the traffic volumes and congestion. We have not seen that plans to control excess traffic impacts have been working well from other developments in the Seattle area. This becomes a safety issue as well. Many people walk in the area, and pedestrians will be affected negatively by increased traffic volumes.

Parking:

There is concern that there will not be sufficient parking provided for the workers, patients, LabCorp delivery drivers, taxis, ambulances, etc., and that parking will spill over into the residential neighborhoods surrounding the development site and stress the already crowded street parking available to the residents in Zone 2 parking area. It appears that a larger underground (or two) parking area(s) could be provided to mitigate these effects. Ample parking built needs to be free, greatly subsidized by employers, or at extremely low cost; otherwise, workers and visitors will compete with local residents for space of the very limited on-street parking. If zoning and/or project parameters could address this, it might be helpful.

Public/Open Space & Public Amenities:

It does not appear that enough public and open space will be provided for the surrounding community and neighborhoods, as well as the creation of a buffer-zone with bushes, plantings, wide and well-maintained sidewalks, and areas for quiet and contemplation amidst the hustle & bustle of activity.

Use of Space/Buildings for a Computer Farm?:

There is concern that Sabey Corp. wants to use a significant amount of building/office space in at least one of the proposed new buildings to house computers for electronic medical records. It seems that this use of the already precious space on Cherry Hill campus is not the best use of the land and space. Locating the housing of computers could easily be done elsewhere on land that is not so valuable and close to residential neighborhoods.

In closing, we would like further alternatives to be evaluated that include lower heights (maximum height 160') and that provide further building design information. We realize that more detailed building design does not typically happen at this stage of the project; however, the right architectural design could help us see how taller buildings could be incorporated into the site. We would like to strongly encourage that the buildings be LEED certified and built with cutting-edge sustainable design and materials.

Thank you for your consideration of these concerns and suggestions as this project moves forward.

Mary Beth Sloan #401, Shannon Patterson & Erik Peterson #402, Kevin Cavanah #206, & Larry Pike #105 Owners/Residents
Barbara Frietchie Co-operative Building
1100 – 17th Ave
Seattle, WA 98122

- 5. Exhaust vents for all underground parking facilities would be located and controlled to reduce noise at both on- and offsite residential locations and to ensure compliance with the City noise limits. Mechanical equipment operating at night has a 45 dBA limit at the adjacent residential zone. Loading docks could be designed and sited with consideration of nearby sensitive receivers and to ensure that noise from truck traffic to and from the docks and from loading activities would comply with the City noise limits. Depending on the location of loading docks relative to residences, restrictions would be implemented to limit noisy deliveries to daytime hours.
- 6. See Section 3.7.4 of the EIS for proposed traffic mitigation. The mitigation measures include a Transportation Management Plan designed to reduce the number of people who drive to the campus, and intersection improvements (such as traffic signals) to allow traffic to flow more smoothly. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
- 7. The Final EIS identifies the required parking supply to meet the peak demand for both 50 percent and 38 percent SOV rates (see Final EIS Tables 3.7-10 and 3.7-15). The parking proposed with completion of the proposed expansion is intended to satisfy the parking needs of the campus. Parking in the adjacent neighborhoods will be addressed through the parking related elements of the TMP such as overall pricing structure and local enforcement techniques (see Section 3.7.4.1 of the Final EIS).
- 8. The amount of proposed open space would vary by Alternative, with Alternative 12 providing the most open space. See figures in Section B of the Master Plan.
- 9. While it is typical of any organization or business that uses computers to have a data server, there is no proposal to develop a data center.
- 10. Swedish has proposed a new Alternative 12 in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
- 11. LEED building design is described in Section 3.1.4.2 in the EIS.

Seattle Department of
Planning and Development

D. M. Sugimura, Director
May 22, 2014



AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT STATEMENT AND DRAFT
MAJOR INSTITUTION MASTER PLAN AND PUBLIC HEARING

Area: Downtown/Central Address: 500 17th Ave
Project: 3012953 Zone: MAJOR INSTITUTION OVERLAY-105
LANDMARK, CONTRACT REZONE, LOWRISE-3, STEEP
SLOPE (>=40%)

Notice Date: 05/22/2014

Contact: MARCIA PETERSON - (206) 628-2525
Planner: Stephanie Haines - (206) 684-5014

A Draft Environmental Impact Statement (DEIS) and Draft Major
Institution Master Plan (MIMP) on the project described below is
available for public review and comment. The lead agency is the
Department of Planning and Development (DPD).



The top of this image is north.
This map is for illustrative purposes only. In the
event of a dispute, errors or omissions, the
courts' or 2-D's prevail over this.

Project Number: 3012953
Project Name: Swedish Medical Center Cherry Hill Campus Master Plan
Address: 500 17th Avenue

Project Description Council land use action to adopt a new Major Institution Master Plan for Swedish
Medical Center, Cherry Hill Campus. A rezone is required for a modification to MIO height limits (CF# 311936).

The following approvals are required:

SEPA Environmental Determination – Determination of Significance
Council Land Use Action – To allow a new Major Institution Master Plan
Council Land Use Action – Rezone to allow changes in MIO height

The Director of the Department of Planning and Development (DPD) reviewed the application described above
and issued a Determination of Significance (preparation of an Environmental Impact Statement is required).
The Department identified the following elements of the environment for discussion in the Environmental Impact
Statement: *Air Quality and Climate, Noise, Land Use (including Regulatory Framework), Aesthetics/Scenic
Resources, Housing, Historic Resources, Transportation, Public Services and Utilities, and Construction
Related Impacts (including erosion, surface water and groundwater, and noise)*. The Draft EIS evaluates the
probable significant adverse environmental impacts associated with the three Build Alternatives as compared to
the No Build Alternative.

INFORMATION AVAILABLE

The DEIS and Draft MIMP have been distributed to agencies noted on the *Distribution List* of this Draft EIS
(Section 6). The Draft EIS and Draft MIMP can be reviewed at the following public libraries and websites:

- Seattle Public Library – Central Library (1000 Fourth Ave.)
- Seattle Public Library – Douglass Truth Branch (2300 E. Yesler Way)
- Seattle Public Library – International District/Chinatown Branch (713 Eighth Ave. S.)
- DPD Electronic Library - <http://web1.seattle.gov/dpd/edms/> (Enter Project Number 3012953)

A limited number of complimentary copies of the DEIS and Draft MIMP are available – while the supply lasts --
from the Seattle Department of Planning and Development Public Resource Center, which is located in Suite
2000 of Seattle Municipal Tower (700 Fifth Ave.) in Downtown Seattle. Additional copies may be purchased at
the Public Resource Center for the cost of reproduction.

PUBLIC HEARING

A public hearing will be held on the DEIS and Draft MIMP: **6:00 PM on Thursday, June 12, 2014 in the
Auditorium at Swedish Cherry Hill, 500 17th Avenue, Seattle**. The purpose of the hearing is to gather oral
and written comments on the environmental impact of the proposal and other issues addressed in the DEIS and
Draft MIMP. Depending on the length of the public hearing, the Citizens Advisory Committee may meet after
the Public Hearing.

The hearing room is accessible to persons with disabilities. Print and communication access may be provided
by prior request.

WRITTEN COMMENTS

Written comments on the Draft EIS may be submitted through July 8, 2014. A 45-day comment period is
provided. Comments may be e-mailed to pro@seattle.gov or mailed to:

Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, Washington 98104-4019

Please include the project number (3012953), project address (500 17th Avenue), and a return mailing address
with your comment. All comments will be posted to our electronic library.

June 12, 2014

TO: Department of Planning and Development, Stephanie Haines
Swedish Cherry Hill, CAC, Katie Porter, Chairperson
Department of Neighborhoods, Steve Sheppard

FROM: Ellen Sollod, Sollod Studio LLC, Homeowner, Resident, Business Owner
724 15th Avenue, Seattle, WA 98122

RE: Swedish Cherry Hill DMIMP and DEIS
Project Number: 3012953 Project Address: 500 17th Avenue

The DMIMP violates the intent and purpose of the Major Institution Overlay District. It fails on every count to respond to the Code, with the sole exception of not extending its boundaries. It does not represent a reasonable “balance between the Major Institution’s ability to change...with the need to protect the *livability and vitality of adjacent neighborhoods*” [italics added]. The DEIS fails to reflect an understanding of this basic principle of the Code. It fails to analyze certain key components of the plan and makes incorrect or faulty conclusions on others, applying certain elements of the Code when it favors Swedish and ignoring others when it does not. Swedish Cherry Hill proposed plan is an existential threat to the neighborhood.

1. Height, bulk, and scale that is inappropriate

No other MIMP includes a comparably aggressive program that is created with complete disregard for the surrounding neighborhood. Children’s Hospital is the only other MIMP located in a residential neighborhood. Maximum height on that campus is 125’ (conditioned down from 160’).

2. Failure to provide for appropriate transitions to the single family and low-rise residential neighbors.

The plan represents a failure to even understand what appropriate transition means. In fact, it is almost spiteful, demonstrating a blatant disregard for the determination by the Hearing Examiner that its previous proposal was not acceptable. Placing 50’ tall buildings adjacent to 30’ single family homes which do not even have an alley for separation and 200’ tall buildings along its western boundary where the Seattle U MIO is 65’ demonstrates that they have either don’t understand this concept or are determined to ignore it. The height along 18th Avenue is most hateful since it provides for one, massive, continuous building bordering single family homes. The Swedish MIO on 15th Avenue should NOT exceed the SU MIO at this location. The Seattle U MIO was deemed to be consistent with providing such a buffer.

3. Failure to provide meaningful and appropriate setbacks

The setbacks proposed are inadequate in all locations and most egregious on the eastern most portion of 18th Avenue. To propose a wall from a partial underground parking lot and a 6’ high fence along the property line is unconscionable. The 25’ setback at this location (Alternative 10) with a wall and

Sollod, Ellen

1. Your comments on the Draft Master Plan and DEIS are noted.
2. Children’s MIMP includes an area of MIO-160, conditioned to 140 feet. They expanded their campus by approximately 7 acres to spread development over a larger area and reduce the heights that were originally proposed in their Concept Plan.
3. Swedish has proposed two new alternatives, Alternatives 11 and 12, in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
4. See response to Comment 3.

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fence to the east ensures that this set back will not provide any relief to the neighbors. The set backs must conform, at a minimum with what would be required of a commercial developer adjacent to a residential use. Building to the property line on 15th Avenue with an incremental setback above 37' to a maximum of a 15' setback is so inadequate and inappropriate as to be silly. Allowing for 0', 5' and 10' ground level setbacks on Cherry and Jefferson further demonstrates a willful disregard for the intent of the MIMP to provide for transitions between the Institution and its residential neighbors.

4. Creating shadows for much of the year that extend as far north as Marion Street and to 12th Avenue on the west and 19th Avenue on the east
The DEIS draws a narrow interpretation of the impacts of shadows since the City only identifies shadows on Parks, Schools, and the like, as specific concerns. BUT, if the intention of the Land Use Code is to provide for the livability of the neighborhood, one with homes over 100 years old that have lush trees and gardens, it must recognize that plunging the area into shadow for parts of the year reduces the vitality of adjacent neighborhoods. Access to light and sun is a precious commodity to be protected in the Pacific Northwest. Compromising that light is an undue burden the neighborhood should not have to bear.
5. Increasing traffic burdens on the existing infrastructure that degrades the transportation network in irreparable ways
The DEIS confirms that the transportation impacts will degrade multiple intersections to a LOS "F" in peak AM and PM hours. It goes so far as to suggest that a cumulative impact may be the need to rezone Cherry and Jefferson to accommodate commercial and retail uses. This violates the City's intention to concentrate these uses in Urban Villages. Other respondents have identified the inadequacies of the TMP. I support their comments.
6. Failure to disclose or justify why it is requesting data servers be exempt from FAR
It is a well-known fact that a primary line of business of Swedish's development partner Sabey is data centers. Data centers put an undue burden on the energy grid, require buildings that have no fenestration and should be placed in remote locations where land is cheap. While Swedish may have a need for computerized medical records, to suggest that a data center that meets the needs of an entity larger than Swedish Cherry Hill is functionally related or appropriate in this location is just plain wrong. The MIMP should provide limitations on how much square footage is used for data servers, storage and other "back of house" functions. These should be included in FAR.
7. Failure to provide meaningful open space, designated or otherwise, that benefits the neighborhood rather than simply the institution
The DMIMP is deficient in providing open space that benefits the neighborhood. Sidewalks and perimeter planting, drive lanes and driveways, and an internal "zen" garden are not adequate to meet open space requirements. The vast majority

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Cont.

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5. See SMC 25.05.675.Q. The City's SEPA policy is to minimize or prevent light blockage and the creation of shadows on open spaces most used by the public. These areas include publicly owned parks, public school yards, private schools which allow public use of their schoolyards during non-school hours, and publicly owned street ends in shoreline areas,
6. As described in the DEIS, without mitigation, two unsignalized intersections (14th Avenue/E Jefferson St and 16th Ave/E Cherry St) would degrade to LOS F in the AM peak hours, and four in the PM peak hours. As part of the proposed mitigation measures, traffic signals are proposed for both of the unsignalized intersections. There is no proposal or need to rezone E Cherry and E Jefferson to accommodate commercial and retail use. The reference to the potential for an increased future demand for more intensive zoning along E Jefferson and E Cherry Streets is found in the Land Use Section 3.3.6 Secondary and Cumulative Impacts. It was included as an acknowledgment of potential future effect of the proposed MIMP.
7. While it is typical of any organization or business that uses computers to have a data server, there is no proposal to develop a data center.
8. The amount of proposed open space would vary by Alternative. See figures in Section B of the Master Plan.

of open space is internal to the development. A private Starbucks outdoor seating area, and internal “public” landscape (language from the MIMP), a seating area around the driveway drop off are poor excuses for open space.

8. Disregarding impacts of energy use as well as noise and fumes
The DEIS elected not to evaluate the amount required/rate of use/ efficiency/ source and availability/ nonrenewable resources and conservation. How is it possible that a key component of a DEIS of a hospital and medical uses that are known to be significant consumers of energy, especially electricity, is specifically disregarded. Add to that the potential for data servers on the property and you have an entity that will significantly tax our public energy infrastructure. Failure to evaluate this is a significant omission.

With respect to noise, Swedish has a history of not policing its vendors to ensure compliance with the City noise ordinance. With a parking garage along 18th Avenue, the likelihood of noise at all hours of the day and night are great. Furthermore, the impacts of fumes potentially venting from the garage on the eastern border are not adequately assessed. By the count of the number of loading docks required and the number of deliveries that will ensue, the DEIS states that these deliveries will need to occur outside of normal business hours. The sound of back-up signals of delivery trucks will disturb sleep and should not be allowed to violate the City’s noise ordinance, under any circumstance. For those who work at home or are home during the day, the relentless noise from back-up signals can be exceedingly disruptive.

9. Failure to include any provisions, goals or even discussion of measures for sustainable development practices.
While the MIMP does not require that applicants identify goals for sustainable development, it is difficult to understand why Swedish would not have included such a section voluntarily. We live in a City that has adopted principles for sustainable development in all of its public facilities. Conscientiousness in terms of storm water management, energy consumption, and sustainable materials have become expected as part of any substantial project. At the other end of 15th Avenue, the Bullitt Foundation has erected a building that sets a high bar for sustainability. It is common for buildings in the City to achieve LEED Platinum status. The failure to include such a section and grasp the opportunity to be a leader in this area demonstrates a lack of imagination as well as commitment to these principles. It is a disappointing omission.

10. Proposing meaningless and frivolous community benefits, derived not from consultation with the community but from their own speculation.
Providing a perimeter “health walk” is almost laughable. The neighbors actually know how to walk around the block without having signs to tell them how to do it. Health walk “information stops” and places where neighbors can obtain poop scoop bags are not meaningful community benefits. Furthermore, neighbors will choose to walk in the tree-lined neighborhood, not on arterial streets. The

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9. Based on scoping comments, DPD determined that the project would not have adverse impacts on energy (i.e., usages of electrical and other forms of energy). Existing electricity is provided by Seattle City Light and Swedish intends to replace, expand, and/or upgrade its emergency power plant. Utility improvements would be completed as required for each project.
10. Exhaust vents for all underground parking facilities would be located and controlled to reduce noise at both on- and offsite residential locations and to ensure compliance with the City noise limits. Mechanical equipment operating at night has a 45 dBA limit at the adjacent residential zone. Loading docks could be designed and sited with consideration of nearby sensitive receivers and to ensure that noise from truck traffic to and from the docks and from loading activities would comply with the City noise limits. Depending on the location of loading docks relative to residences, restrictions would be implemented to limit noisy deliveries to daytime hours.
11. See proposed Design Guidelines included as an Appendix to the Master Plan. Sustainability is a common theme for mitigation measures in the EIS for transportation, construction, and other elements of the environment.
12. Your comments concerning community benefits are noted.

inclusion of a “retail opportunity” is unlikely to benefit the neighborhood and unlikely to attract any business that does not have a nexus with Swedish since there would not be enough customers to support it. The bikeway “enhancements” of sidewalks and street trees would be required regardless since the neighborhood already has sidewalks and street trees and development standards would require it. Furthermore, the bikeway will be compromised by the presence of multiple curb cuts and loading docks, such that it may be relocated to another street in the neighborhood.

11. Failure to include design guidelines for development in the DMIMP

By virtue of approving the MIMP, the City basically gives a “blank check” to the institution to develop as it sees fit. Other than meeting SEPA requirements, the institution is not subject to design review or to review by the Seattle Design Commission. The only tool the City or neighborhood has to ensure that Swedish develops its property in some way that is aesthetically pleasing is by providing detailed and comprehensive design guidelines. The failure to include these means that Swedish could construct buildings lacking in windows with sheer concrete walls that would meet their functional requirements but add no value to the urban fabric. This is not acceptable.

On the basis of the above and more, the DMIMP and the DEIS should be rejected.

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Cont.

13. See proposed Design Guidelines included as an Appendix to the Master Plan.

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Harris, Johnny

From: Haines, Stephanie
Sent: Sunday, May 18, 2014 11:40 AM
To: PRC
Subject: FW: Swedish MIMP-letter from Bill Zosel

Please upload to 3012953

-----Original Message-----

From: Ellen Sollod [<mailto:ellen@sollodstudio.com>]

Sent: Friday, April 11, 2014 6:18 PM

To: Sheppard, Steve; Haines, Stephanie

Cc: Cindy Thelen; Kenneth Torp; Abil Bradshaw; Aleeta Van Petten; Bob Cooper; <bonitacomida@yahoo.com>; Mary Pat DiLeva; David Saracini; Jerry Matsui; Nicholas Richter; Claudia Montemayor; Troy Meyers; Vicky Matsui; Bill Zosel

Subject: Re: Swedish MIMP-letter from Bill Zosel

Please forward my endorsement of this letter from Bill Zosel to the CAC.

Previously, I have sent letters encouraging the CAC to consider Children's MIMP with respect to height, bulk, and scale as well as the reduction in heights adjacent to neighborhood residential. Believing that the neighborhood would be forced to accept Swedish/Sabey expansion and that under the land use code we could not question need, I was putting forward basically what I felt was a compromise position. This letter from Bill Zosel calls into question, not the "need" for expansion but the very rationale for it.

Originally, Swedish/Sabey had said the expansion was based on the "world class" research centers for neurology and cardiology. In light of the fact that Swedish intends to move its coronary center to First Hill, it demonstrates that their intentions of less than six months ago do not pertain. Further it suggests that expanded services at the Cherry Hill campus are arbitrary decisions, not based on medical requirements but on development opportunity. As a nonprofit organization, developing unrelated rental facilities is not part of the core mission.

Swedish is now part of one of the largest medical institutions in the country, Providence. Consequently, resources for development as well as locations are significant. There is no compelling reason why a nonprofit institution should seek to destroy the neighborhood within which it is located for the financial benefit of a commercial development "partner."

In keeping with the intent of the land use code, Swedish expansion should happen elsewhere.

>
> Bill Zosel
> <April 10FINA.dock

Sollod, Ellen

1. Your comments concerning heights are noted.
2. Your comments concerning services at Cherry Hill are noted.
3. Swedish is a not-for-profit organization. Your comments on the neighborhood are noted.

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Camacho, Rodolfo

From: Haines, Stephanie
Sent: Friday, June 27, 2014 7:50 AM
To: PRC
Subject: FW: Support for Project Number 3012953

From: Knatie Knate [<mailto:knatieknate@gmail.com>]
Sent: Thursday, June 26, 2014 7:22 AM
To: Haines, Stephanie
Subject: Support for Project Number 3012953

RE: Swedish Cherry Hill MIMP Draft Environmental Impact Statement (EIS) and Draft Master Plan

Project number: 3012953

Project address: 500 17th Avenue, Seattle

Dear Ms Haines,

We are writing in support of Swedish's proposed master plan at its Cherry Hill campus located at 500 17th Avenue (project number 3012953). We agree that it is imperative that Swedish expands its current campus to meet the growing need for healthcare and to treat and find cures for cardiovascular and neurological diseases. Please approve this plan as quickly as possible.

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Thank you!

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Nathaniel and Charlene Stahl
1501 17th Avenue, apartment 1114
Seattle, WA 98122

knatieknate@gmail.com

Stahl, Nathan & Charlene

1. Your comment and preference is noted.

Thank you for this opportunity to comment on the environmental impact of the proposed Sabey/Swedish Major Institution Overlay. As someone who resides in the center of the North Block Opportunity area as defined in Alternate #3, I have some concerns. Both Alternate #2 and Alternate #3 would be a disaster to our neighborhood, and contrary to the Seattle goal to "... preserve and enhance the character of Seattle's neighborhoods." (<http://www.seattle.gov/neighborhoods/>)

The neighborhood I'm referring to is located between E. Columbia St. and E. Cherry St. and between 16th and 17th Avenues. This is an established residential area. It is close to downtown, relatively affordable (by Seattle standards), and with generally good housing stock. I estimate that 70-75 families live in the area under the north boundary expansion.

Walkscore gives the neighborhood a walk score of 91/100, a walker's paradise. Doing errands do not require a car. It has a bike score of 86/100, considered very bikeable. It has some hills, but excellent lanes. It has a transit score of 75/100, also considered excellent. I count nine bus lines within 0.4 miles. My wife, who works a mile away, has never driven in the 10 years she has worked there. She walks or rides her bike.

Three Alternate Plans are presented. Alternate #1 is quickly dismissed as unworkable by Sabey/Swedish. This plan needs to be developed further. Alternate #2 would wall off the neighborhood with a 200' building on the south and a 65' building on the west. There would be no transition to the 30' height limitation in my neighborhood. Alternate #3 is the worst of the three. Seventy to seventy five families could lose their homes. Those that elect to stay could find a 50' building next door, along with a 65' building on the west.

Both Alternate #2 and #3 envision adding 3000 parking stalls. Parking and traffic is already a problem, and it is not clear what, if anything, Sabey/Swedish are doing to abide by their 1994 agreement to try and cut SOV traffic by 50%. We regularly observe people wearing scrubs moving cars to circumvent the 2-hour residential parking restriction.

In summary, Alternate #2 and #3 are both poorly thought out plans that impose an unwanted burden on the surrounding residential neighborhoods, and in the case of Alternate #3 actually destroys a neighborhood. Alternate #1 should be developed more fully, with the serious consideration of moving some outpatient services off campus.

Respectfully submitted,


Kenneth Stangland, MD
714A 16th Ave.
Seattle, WA 98122



- 1 **Strangland, Kenneth**
 - 1. None of the Alternatives currently being proposed would include an expansion of the existing campus boundaries.
 - 2. See response to Comment 1.
- 2
 - 3. Your comments on the walkability of the neighborhood are noted.
 - 4. See current Alternatives 8, 11 and 12 in the Master Plan.
- 3
 - 5. The DEIS and Final EIS include disclosure of the parking impacts in the neighborhoods surrounding the campus. The TMP identified in the Master Plan and evaluated in the DEIS and Final EIS identified elements intended to decrease the use of on-street parking in the neighborhoods by staff and visitors. This issue would be addressed though a combination of employer directives and overall parking and payment structure for those utilizing the campus parking.
- 4
 - 6. See current Alternatives 8, 11 and 12 in the Master Plan.
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Peli, Michael

From: Le t <letat.re@gmail.com>
Sent: Friday, July 04, 2014 12:02 AM
To: PRC
Subject: Ref. Master Use Permit No. 3012953

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4016

Ref. Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines,

I am a resident on 19th ave just east of the Swedish/Providence hospital. I am writing to express my concern with permit #3012953.

The Purpose of the major institution master plan is to balance Institution’s ability to change/ public benefit with livability and vitality of adjacent neighborhood. Nowhere in the proposed master plan is support of the vitality of the neighborhood addressed.

Height, bulk and scale

- Height, bulk and scale is incompatible with our residential neighborhood.
- Children’s capped heights at 125’. This was considered the maximum height appropriate in a residential neighborhood. Our neighborhood is no less worthy than Laurelhurst.
- Heights should not exceed 65’ on 15th, 105’ in the center of campus and 37’ on 18th Avenue. Heights should be measured from the lowest point of the grades
- 18th Avenue development should be limited to several small buildings with open space around them, not one two-block long building from Cherry to Jefferson
- Height can be mitigated by placing floors underground
- No parking garage on 18th Avenue--offer valet parking to patients for appointments on the east side of the campus
- Swedish should recapture from Sabey buildings leased to non-Swedish tenants, for example, James Tower on 18th and the NW Kidney Center on Cherry

Traffic

- Neighborhood cannot support additional traffic the project will create
- Transportation plays a major role in climate change. More parking garages will lead to more driving and more pollution.
- The Swedish/Sabey campus, over twenty years, has never achieved the 50% single occupancy vehicle rate of the previous master plan

Tat, Le

1. Your comments on the purpose of the Master Plan are noted.
2. Your comments concerning heights, location of the parking garage, and space are noted. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
3. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
4. The greenhouse gas emissions worksheets in Appendix A of the EIS include a transportation component.
5. It is acknowledged in the EIS that Swedish is not meeting their current TMP goal of 50%. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. Availability of transit and the distance to the First Hill Street Car are described.

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- The campus is not in a neighborhood that is served by frequent, high-capacity transit. Increases in transit funding should not be relied upon.
- Swedish should recapture buildings leased to non-Swedish tenants, ie, Kidney Center, James Tower Building.
- The DEIS is inadequate in its analysis of the transportation impacts and DPD should not make a recommendation on the Swedish MIMP without the analysis the Comprehensive Plan requires.

Thank you for taking my concerns and I hope you can do something to protect our neighborhood.

Sincerely,

Le Tat

512 19th Ave, Seattle 98122

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6. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.
7. See response to Comment 2.
8. Transportation impacts are described in detail in Section 3.7 of the EIS and in the technical report included as Appendix C. Analysis of consistency with the Comprehensive Plan elements are included in Section 3.3 Land Use.

Harris, Johnny

From: Haines, Stephanie
Sent: Sunday, May 18, 2014 11:47 AM
To: PRC
Subject: FW: Letter to CAC
Attachments: Thelen to CAC April 21 2014.doc

Please upload to 3012953

From: Cindy Thelen [<mailto:cindy.thelen@gmail.com>]
Sent: Monday, April 21, 2014 2:14 PM
To: Haines, Stephanie
Subject: Fwd: Letter to CAC

FYI, Stephanie.
Cindy

----- Forwarded message -----
From: **Cindy Thelen** <cindy.thelen@gmail.com>
Date: Mon, Apr 21, 2014 at 2:13 PM
Subject: Letter to CAC
To: "Sheppard, Steve" <Steve.Sheppard@seattle.gov>

Dear Steve,
Please forward the attached letter to the CAC and enter it into the official record. Thank you.
Be well,
Cindy Thelen

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Cindy Thelen
Reiki Master Practitioner

Out beyond ideas of wrongdoing and rightdoing,
there is a field. I'll meet you there.

When the soul lies down in that grass,
the world is too full to talk about.
Ideas, language, even the phrase *each other*
doesn't make any sense.

Rumi

Thelen, Cindy

1. Your letter has been forwarded and entered into the official record.

Harris, Johnny

From: Haines, Stephanie
Sent: Sunday, May 18, 2014 11:48 AM
To: PRC
Subject: FW: Letter to CAC--Amended
Attachments: Thelen to CAC April 21 2014 Amended.doc

Please upload to 3012953

From: Cindy Thelen [<mailto:cindy.thelen@gmail.com>]
Sent: Monday, April 21, 2014 2:53 PM
To: Sheppard, Steve; Haines, Stephanie
Subject: Re: Letter to CAC--Amended

Dear Steve,
I've attached an amended letter for distribution to the CAC and entry into the record. The change I've made is to clarify that 5' or 15' foot setbacks would be only on the 18th Avenue half-block between Jefferson and Cherry.
Thank you.
Be well,
Cindy Thelen

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On Mon, Apr 21, 2014 at 2:13 PM, Cindy Thelen <cindy.thelen@gmail.com> wrote:

Dear Steve,
Please forward the attached letter to the CAC and enter it into the official record. Thank you.
Be well,
Cindy Thelen

Thelen, Cindy

1. Your amended letter has been forwarded to the CAC and entered into the official record.

April 21, 2014

Dear CAC members:

This is a revised version of my public comments made at the April 10, 2014 CAC meeting. I am submitting them as requested.

Thank you for your time and effort on the CAC. It is a long process by necessity. The decisions and recommendations you make will impact our neighborhood for decades to come.

The task of the MIMP is to balance the needs of the institution with the vitality of the neighborhood. The 18th Avenue half-block development is particularly likely to impact the vitality of the neighborhood since it borders single family homes. This is a transitional area within the institutional boundary. Please remember the context of the medical center is a single family low rise residential neighborhood.

Neighbors of Swedish Cherry Hill were asked to provide an alternative that we find acceptable. There is no body that is “the neighbors,” and while some of us have discussed options informally, we do not agree on one alternative. This is not a liability. Rather, it is similar to Swedish Sabey’s presentation of options that are fundamentally similar with slight variations. It is premature to corral the alternative ideas of neighbors into one option when we have only so recently begun to express them.

I would like to see mock-ups from Swedish Sabey that embody different ideas proposed by neighbors, including

- 25’ setback from the backyard property line on of 19th Avenue neighbors
- 40’ setback from that property line

- 5’ setback from Jefferson and Cherry Streets on the 18th Avenue half-block
- 15’ setback from those streets on the 18th Avenue half-block

- 37’ constant maximum height on 18th Avenue
- Conditioned lower height on 18th Avenue—Steve Sheppard noted this possibility at the April 8, 2014 meeting

- Partial vacation of 18th Avenue that allows still allows two-way traffic
- No vacation of 18th Avenue

While it is useful to discuss Swedish Sabey’s proposed development section by section, **we must not lose sight of the entire project.** It is not acceptable to trade compromises on 18th Avenue for greater height, bulk and scale in other areas of the medical center. **Heights of 200’ and 160’ are unreasonable** within our residential neighborhood. The **long shadows** of these very tall buildings **will extend north of Columbia** and will negatively impact the vitality of the neighborhood.

Thelen, Cindy (April 21)

1. Swedish has proposed two new alternatives, Alternatives 11 and 12, in response to CAC comments. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
2. Swedish is presenting three Alternatives in the Final Master Plan, in addition to the No Build Alternative. Alternative 9 has been eliminated and two new alternatives, Alternatives 11 and 12, have been included. See response to Comment 1.
3. Swedish is proposing a 25-foot setback from the mid-block property line between 18th and 19th Avenues. This setback was shown in a model of the project presented to the CAC at their September meeting.
4. Swedish is proposing a 5-foot setback along E Jefferson Street at ground level increasing to a 10-foot setback and then to 30 feet at upper levels. Along E Cherry, they are proposing a 10-foot setback at ground level increasing to 30 feet at upper levels. See the Master Plan for additional details.
5. In Alternative 12, Swedish is proposing MIO-37 heights for approximately 60–70 percent of the block, with MIO-50 for the remaining portion. They are proposing that the center section of MIO-37 be conditioned to 15 feet in height, and that both of the two MIO-50 sections be conditioned to a height of 45 feet. A 25-foot setback is proposed along the rear of the property where it abuts the single family zone.
6. In response to CAC and public comments, Swedish is not proposing to vacate either 18th Avenue or 16th Avenue.
7. Your comments on heights and shadows are noted.

In addition,

No parking garage, including underground parking on 18th Avenue. This use is not compatible next to single family homes and does not honor the requirement have fewer employees driving to work in fewer cars. For patients, consider expanded **valet parking** that allows them a reasonable walk to their appointments.

Building heights should remain not more than 37 feet, and lower heights should be considered. Heights should not be measured from one point on the slope or we will wind up with buildings taller than 37’.

Massing must be addressed to prevent the one giant building proposed by Swedish Sabey. Remember, from Cherry to Jefferson is 2 city blocks long. Buildings on 18th should be of a scale that responds to our homes. Several smaller building with open space between them are preferable. If four buildings are built with minimal space between them, each of them will be almost **half a block long** and unreasonably bulky.

Make 18th Avenue, the street itself, **narrower** to allow a greater setback from the residential property line. Build a park behind the buildings to allow more of a buffer and a neighborhood amenity. Having the 6’ high parking garage abut our fences is an invasion and does not comfort me with the assurance it will be a crime deterrent.

Consider the **privacy** of neighbors. We already have lights and computer screens on all night from James tower. I can see in those windows and expect office users can see in mine and into my backyard. Consider allowing only small number of west-facing windows in new buildings on 18th, if any, and insist the building not be a blank wall facing us. Consider green screens, rain gardens, etc. to improve storm water management and buffer the neighbors visually

Regarding **mechanical noise and exhaust**, ensure that structures provide for ventilation systems that do not exhaust on the east side of the property. Provide for noise mitigation in the design of HVAC and other mechanical systems.

If Swedish is not able to accomplish all they desire with reasonable building height bulk and scale, they will have to choose a new direction, including **reclaiming the James Tower and the Kidney Center** owned by Sabey.

Finally, it is an affront to our neighborhood that **Sabey has purchased what was previously owner-occupied housing** including two homes on 19th Avenue. One of these homes was specifically built as owner-occupied, low- to moderate-income housing on land previously owned by Providence on 19th Avenue. Sabey also owns the single family home on 16th Avenue next to the Spencer Technology parking lot. This home is not being maintained as is evidenced by the tarp on the garage.

Once again, thank you for your work.

Regards,
Cindy Thelen
545 19th Avenue homeowner (since 1991)

8. The Land Use Code requires that parking be provided for patients, staff and visitors. It is a balance between reducing the number of people who drive alone to Swedish, and providing adequate parking so that staff, patients and visitors do not park on neighborhood streets.
9. Height measurement techniques are prescribed by DPD and the Land Use Code.
10. Swedish’s architect is proposing features to reduce the appearance of bulk along 18th Avenue. See the Design Guidelines attached to the Final Master Plan. The DPD Director’s report will include recommendations on setbacks and modulations.
11. In response to comments, in Alternatives 11 and 12 Swedish has set potential buildings closer to 18th Avenue by reducing the setbacks along 18th Avenue and providing a 25-foot setback along the property line that abuts the rear yards of the single-family homes along 19th Avenue. In Alternative 12 the parking garage would be entirely underground. The 25-foot setback would be landscaped.
12. See Draft Design Guidelines included as an Appendix to the Final Master Plan.
13. Exhaust vents for all underground parking facilities would be located and controlled to reduce noise at both on- and offsite residential locations and to ensure compliance with the City noise limits. Mechanical equipment operating at night has a 45 dBA limit at the adjacent residential zone. Loading docks could be designed and sited with consideration of nearby sensitive receivers and to ensure that noise from truck traffic to and from the docks and from loading activities would comply with the City noise limits. Depending on the location of loading docks relative to residences, restrictions would be implemented to limit noisy deliveries to daytime hours.
14. The Master Plan acknowledges (page 2) that: *“in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...”* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
15. Your comments on Sabey’s ownership of homes in the neighborhood is noted.

June 12, 2014

To: Ms. Stephanie Haines, Department of Planning and Development
Katie Porter and Swedish Cherry Hill CAC
Steve Sheppard, Department of Neighborhoods

From: Cindy Thelen, resident and owner of 545 19th Avenue, Seattle WA 98122 since 1991

Re: Swedish Cherry Hill DEIS and DMIMP
Project Number 3012953

From the first CAC meeting last year, 15 meetings ago, neighbors and members of the public protested the scorched-earth quality of the expansion alternatives presented by Swedish Sabey. In response, Swedish Sabey presented plan after plan, labeling them "alternatives" when in fact there has been little to distinguish one from the other and we are left with the egregious alternative 8, 9, and 10. After months of protesting the proposed bulk, height and scale of these alternative, neighbors were asked to present ideas of what we *do* want. While I did not believe it our job to coach Swedish Sabey by proposing alternatives, I did as asked and at the April CAC meeting presented suggestions for more palatable bulk, scale and height, as well as considerations for open space and reduction of noise, parking garages, privacy invasion, and light and shadow effects on neighbors. All of my suggestions and a request for mock ups of them were roundly ignored or said to be impossible by Swedish Sabey.

Within this context, I remind you that the purpose of the MIMP is to balance the needs of the institution with the vitality of the neighborhood. Because there has been no effort to achieve or even acknowledge this balance, I call for a complete rejection of both the DEIS and the DMIMP.

Some specific objections:

- The neighborhood has been wrongly identified as "First Hill." It is Squire Park, in the CD.
- Our neighborhood is a residential neighborhood, primarily low-rise, single family homes, not one of predominately multi-family structures.
- Height, bulk and scale remain overall inappropriate for our residential neighborhood.
- On 18th Avenue, proposed development of a two-block long, 50' high mega-building abuts single family back yards. There is no alley on this block. The setback proposed is unacceptable and must be the same or more than required of any commercial developer. While this should be a transition zone from the medical center to single family homes, the proposal is aggressively commercial with no transition. In addition, the proposed development is greater in height, bulk, and scale than previously rejected by the Hearing Examiner.

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Thelen, Cindy (June 12)

1. Your comments on the purpose of the Master Plan and Alternatives are noted.
2. The EIS does not identify the neighborhood as "First Hill". It is correctly identified as being located in Squire Park. The history of Squire Park is described in Section 3.6.1 of the EIS.
3. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: "*Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University's campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.*"
4. Your comments on height, bulk and scale are noted.
5. In Alternative 12, Swedish is proposing MIO-37 heights for approximately 60–70 percent of the block, with MIO-50 for the remaining portion. They are proposing that the center section of MIO-37 be conditioned to 15 feet in height, and that both of the two MIO-50 sections be conditioned to a height of 45 feet. A 25-foot setback is proposed along the rear of the property line where it abuts the single family zone.
6. Your comments on heights and shadows are noted.
7. Proposed open space varies by Alternative and is shown on figures in Section B of the Master Plan. The Draft Design Guidelines include potential amenities to be included in open space.
8. As described in the DEIS, without mitigation, two unsignalized intersections (14th Avenue/E Jefferson St and 16th Ave/E Cherry St) would degrade to LOS F in the AM peak hours, and four in the PM peak hours. As part of the proposed mitigation measures, traffic signals are proposed for both of the unsignalized intersections. There is no proposal or need to rezone Cherry and Jefferson to accommodate commercial and retail use. The reference to the potential for an increased future demand for more intensive zoning along E Jefferson and E Cherry Streets is found in the Land Use Section 3.3.6 Secondary and Cumulative Impacts. It was included as an acknowledgment of potential future effect of the proposed MIMP.
9. Your comments on the proposed Health Walk are noted.
10. Sabey-owned housing is outside of the boundaries of the proposed Master Plan.

- The 200' and 160' tall buildings proposed are out of scale for the neighborhood. These behemoths would cast shadows as far north as Marion Street and 12th on the west and 19th on the east. The effect of shadows on the *vitality* of the neighborhood must not be overlooked. Clouds, we cannot control. Shadows from buildings, we can.
- Open space has not been meaningfully addressed. The driveway, the tucked away "zen" garden, sidewalks, pocket parks and outdoor seating at the coffee shop are not to be considered adequate public open space or neighborhood amenities.
- Traffic impacts have not been adequately addressed. The DEIS acknowledges that several intersections will receive "F" rating during peak hours. Air pollution, noise and access to, from and within the neighborhood will be severely limited. Suggesting that Cherry and Jefferson may need re-zoning as a result destroys the neighborhood fabric and *vitality*.
- The Health Walk proposal has been roundly rejected by neighbors as a benefit. It is simply insulting to suggest this is anything we want or need, much less a mitigation measure or community benefit.

Some other points of concern:

- Sabey Corporation owns residential housing in the neighborhood that should be returned to owner-occupied housing.
- Data servers should not be exempt from FAR.
- Setbacks proposed are draconian, especially on the eastern side of 18th Avenue, 15th Avenue, Cherry and Jefferson—I believe that covers most of the campus. These are much too small to provide the intended transitions.
- 16 loading docks on 18th Avenue and 17 on 16th are stunning numbers. How they will all fit on these blocks is incomprehensible. Truck noise, hours of operation, pollution, and fumes have not been adequately addressed. I live behind the loading dock on 18th Avenue and only after repeated calls for months, including involving the police and the medical director were the regular 4 am banging, clanging and truck back up beeping addressed.
- Sustainability, energy use, design guidelines and LEED design were not addressed.
- TMP is inadequate. As neighbors have stated more extensively, 50% SOV is a pitiful goal that was set in the 1994 MIMP and not achieved. The current offering does not hold a higher standard and is unlikely to be enforced, given the institution's history. I support neighbors' comments in this regard—Childrens' is the standard. They give bicycles to employees who ride to work.
- Views of the historic tower should not be blocked from any vantage point.
- Parking garages, including underground garages, do not belong on 18th Avenue, directly behind single family residences.
- RPZ must not be reduced with funds redirected
- Storm water run-off problems will increase with more concrete. Neighbors on 19th Avenue and the NW corner of 19th and Jefferson already experience problems with storm water run-off.

- 6 While it is typical of any organization or business that uses computers to have a data server, there is no proposal to develop a data center. Data centers would not be exempt under FAR.
- 7 See response to Comment 5 concerning proposed setbacks along the rear property line in the mid-block between 18th and 19th Avenues. Swedish is proposing a 5-foot setback along E Jefferson Street at ground level increasing to a 10-foot setback and then to 30 feet at upper levels. Along E Cherry, they are proposing a 10-foot setback at ground level increasing to 30 feet at upper levels. See the Master Plan for additional details.
- 8 Swedish is not proposing either of those numbers of loading docks. They currently have five service/loading areas, and are proposing one additional location, for a total of six. The two existing loading docks on 16th Avenue and 18th Avenue would remain and an additional loading dock would be added along 15th Avenue for a total of 3 loading docks. The service areas would be reconfigured by removing the existing service area for the Seattle Rehabilitation Center (if this property is redeveloped) and adding a new service area within the 18th Avenue garage.
- 9 See Design Guidelines included as an Appendix to the Final Master Plan.
- 10 It is acknowledged in the EIS that Swedish is not meeting their current TMP goal of 50%. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. Availability of transit and the distance to the First Hill Street Car are described.
- 11 Page 3.6-12 in the second paragraph under 3.6.2.3 Current MIO Boundary, describes that the original 1910 Providence Hospital is a City Landmark. All primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. Page 3.6-13 of the EIS, in the center of the page, describes that Any new construction adjacent or across the street from a designated City Landmark will be referred to the Historic Preservation Officer for review, per SMC 25.05.675H2d.
- 12 Your comment on the location of parking garages is noted. Swedish is proposing an underground parking garage in that location.
- 13 There is no proposal to reduce the RPZ.
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July 3, 2014

Cindy Thelen
545 19th Ave
Seattle, WA 98122

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

Please accept my comments in opposition to the DMIMP and DEIS regarding Swedish/ Sabey Cherry Hill Medical Center. The purpose of the DMIMP is to balance the needs of the institution with the vitality of the neighborhood. There is no balance in this DMIMP. It is a lopsided argument that provides nothing beneficial for the neighborhood. The bulk, height and scale of this proposed development project are fundamentally incompatible with our residential neighborhood. I recommend the DMIMP and the DEIS be rejected because they inadequately protect the neighborhood.

It has been said repeatedly at CAC meetings that Swedish/Sabey should look to Children's for a strong example of development that is more compatible with a residential neighborhood. Heights at Children's do not exceed 125'. The city must consider our Central District neighborhood an equal to Laurelhurst and grant the same limitation to height. I would advocate further to say that heights at Cherry Hill should not exceed the current maximum of 105' in the central core of the medical center, 65' on 15th and 37' on 18th Avenue because mechanicals atop any new buildings will add height beyond these limits. All heights should be measured from the lowest point on the respective grades.

There is no provision for open space the DMIMP. Given the layout of buildings on campus, a logical placement of open space is on the 18th Avenue half-block owned by Sabey. This half-block cannot be developed as proposed into a massive, two-block long, 50' building directly abutting single-family homes (there is no alley). The development of this half block should be limited to several small buildings not exceeding 37' heights from the lowest point on the grade. Green, open space should surround each building. Location of a parking garage on this block, so close to single family homes, is ludicrous, as is the inadequate setback. This block should be developed as a transition from the institution to the residential neighborhood, just as 15th should be a transition from Swedish/ Sabey to Seattle University with its 65' heights.

19. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.

Thelen, Cindy (July 3)

1. Your comments on the purpose of the Master Plan and the need for balance are noted.
2. Children's MIMP includes an area of MIO-160, conditioned to 140 feet. They expanded their campus by approximately 7 acres to spread development over a larger area and reduce the heights that were originally proposed in their Concept Plan.
3. The amount of proposed open space would vary by Alternative. Alternatives 11 and 12 include a 25-foot landscaped setback from the rear property line located mid-block between 18th and 19th Avenues. See figures in Section B of the Master Plan.

Neighbors on 19th Avenue already face a serious problem with runoff from the medical center and parking lots. As a result, we have installed costly sump pumps and cisterns. There is no mention of the underground stream that runs through our yards and the impact development will have on it and the existing runoff problem.

Children's has also shown leadership in their transportation management plan. Children's has invested in support for bicycle commuters, additional funding for transit and strict rules banning employees from parking in the surrounding neighborhood. They have achieved an employee SOV rate of approximately 35%. Swedish/Sabey has not aimed any higher than approximately 50% SOV which is no better than the same goal they have not met from the 1994 MIMP.

Additional transportation concerns that have not been adequately addressed include increased traffic snarls and gridlock from more trips to the medical center from more employees, patients, visitors and vendor deliveries. An increase in the number of collisions of motor vehicles, bicycles, and pedestrians are to be expected. This increase in traffic will create more air and noise pollution that will significantly impact the health of neighbors and our food gardens. Public transportation to the neighborhood has already been diminished and cannot be relied upon to revive to the level needed to adequately provide for additional commuters to the campus.

Increase energy usage was not included in the DEIS. The DMIMP does not propose LEED certification, ironic in the neighborhood that includes the ultra-green Bullitt Building on 15th and Madison. Neighbors, particularly on 19th Avenue already suffer light pollution from lights left burning all night in the James Tower. With more and taller buildings, we can expect an increase of this and shadowing throughout the neighborhood.

I support and endorse the comments on the DEIS and DMIMP made by Nicholas Richter, Ellen Sollod, Bob Cooper, Bill Zosel, Vicky Schianterelli, Jerry Matsui, Mary Pat DiLeva, Aleeta Van Petten, Abil Bradshaw, Uy-Liu Lee, Janet van Fleet, and other neighbors. Their letters and public comments have further discussed the inadequacies, inaccuracies and exaggerations of both the DEIS and the DMIMP.

At CAC meetings, neighbors consistently bring forward these and other concerns. Swedish/Sabey responds by saying they cannot alter the height, bulk and scale of the project and expand their services as desired. Swedish/Sabey statement that they will not change their proposal for 18th Avenue coupled with their unwillingness to bring heights on 15th to 105'-125' are clear indicators that what they want to build to accomplish their goals for Cherry Hill is not compatible with our residential neighborhood. Perhaps some of Swedish's goals can be met by reclaiming property it sold to Sabey, including James Tower and the Kidney Center. If not, they must begin a serious re-imaging of what is possible at Cherry Hill and what services must be located elsewhere in the Swedish system.

Respectfully,

/s/

Cindy Thelen

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4. Stormwater service is provided through SPU and is collected and detained in a flow controlled facility on site, then discharged to the combined public sewer mains. A geotechnical report would be prepared for each future site specific building, and submitted as part of the MUP application. The report would identify subsurface soil and groundwater conditions and would include measures for mitigating any identified impacts. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.
5. The target SOV rate will be determined by the City based on a review of the analysis presented in the Final EIS. A sensitivity analysis has been provided in the Final EIS (see Section 3.7.4.4) providing an assessment of impacts assuming a 38 percent SOV rate on parking and transportation impacts.
6. The DEIS and Final EIS present the transportation and parking impacts associated with the Build Alternatives. For the Final EIS, a sensitivity analysis (see Section 3.7.4.4) was included that compares the impacts a 38 percent SOV rate with a 50 percent SOV rate for the purposes of assessing the change in impacts associated with a reduced SOV rate.
7. Based on scoping comments, DPD determined that the project would not have adverse impacts on energy (i.e., usages of electrical and other forms of energy). Existing electricity is provided by Seattle City Light and Swedish intends to replace, expand, and/or upgrade its emergency power plant. Utility improvements would be completed as required for each project. Your comments concerning building lighting is noted.
8. Your comments regarding other comment letters is noted.
9. Swedish has proposed two new alternatives, Alternatives 11 and 12. In Alternative 12, Swedish is proposing MIO-37 heights for approximately 60–70 percent of the block, with MIO-50 for the remaining portion. They are proposing that the center section of MIO-37 be conditioned to 15 feet in height, and that both of the two MIO-50 sections be conditioned to a height of 45 feet. A 25-foot setback is proposed along the rear of the property where it abuts the single family zone.

724 15th Avenue
Seattle, WA 98122
June 12, 20014

To: Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

I wish to express my opposition to the planned expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan and the Draft Environmental Impact Statement. The proposed expansion is fundamentally incompatible with the low-rise, single family character and zoning of my neighborhood. It is imperative to the future of all Seattle neighborhoods for the City of Seattle to follow the recent direction of the City Council to preserve and protect the residential nature of Seattle's many neighborhoods.

The MIMP proposes buildings of 200 or 240 feet tall adjacent to a residential neighborhood where the underlying zoning limits heights to 30 feet. It is simply wrong to put a 20-story office building next to a low-rise residential neighborhood.

The City's Comprehensive Plan calls for the kind of density proposed by Swedish, and its private sector development partner (Sabey) to be located in "urban villages" which the proposed location is not. The infrastructure around Swedish, especially the street grid, is not designed to accommodate this level of development.

The traffic impacts of ballooning the current campus from 1.2 million to 3.1 million square feet, and the associated growth on the number of SOV trips, will make an additional 4 intersections in the neighborhood operate at LOS "F" (extreme stop-and-go congestion).

Torp, Kenneth

1. Your comments on the compatibility of the proposal with the neighborhood are noted.
2. Your comments on proposed building heights is noted. Alternative 12 would have the lowest heights of the three Build Alternatives, with a maximum height of 150 feet located on the west side of the central block.
3. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center.
4. As described in the DEIS, without mitigation, two unsignalized intersections (14th Avenue/E Jefferson St and 16th Ave/E Cherry St) would degrade to LOS F in the AM peak hours, and four in the PM peak hours. As part of the proposed mitigation measures, traffic signals are proposed for both of the unsignalized intersections.

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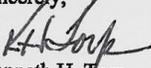
At every CAC meeting, neighbors like me have urged Swedish/Sabey to recognize the problem their proposal constitutes for the vitality and livability of the surrounding neighborhood. But, Swedish/Sabey has consistently ignored our protestations and has refused to compromise in good faith. I, and most of my neighbors, favor increased density and diversity in our City. However, colossus proposed by Swedish/Sabey totally out of scale with the Squire Park neighborhood.

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I urge the Department and the CAC to reject MIMP and the DEIS as fundamentally inconsistent with the City's land use policies, the vitality and livability of the surrounding neighborhood, and the transportation needs of anyone accessing I-5 via the Cherry/James arterial.

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Sincerely,



Kenneth H. Torp
Near Neighbor

5. Your comments concerning the proposed scale of development with the neighborhood are noted.
6. Your preference is noted.

Herbaugh, Melinda

From: jvanfleet@juno.com
Sent: Thursday, July 03, 2014 12:18 AM
To: PRC
Cc: Sheppard, Steve
Subject: Comment on MUP No. 3012953, at 500 17th Ave

Ms. Stephanie Haines
Land Use Manager
DPD
c/o Public Resource Center

Swedish/Sabey CAC
c/o Steve Sheppard
DON

Dear Ms. Haines, Mr. Sheppard and members of the CAC,

I'm writing to you about Master Use Permit No. 3012953, the Swedish Cherry Hill site, at 500 17th Ave. I live at 202 18th Ave, about four blocks away.

I'm very concerned about the heights and massive proportions of the buildings proposed for the edges of the campus. The proposed mostly-50-foot-high, two-block-long building along the east side of 18th Ave between Cherry and Jefferson would wall off the people living on the east half of that block, cutting them off from what bit of sky they now have to the west and crowding their space quite oppressively. This height should be capped at 30', the same as their houses.

16th Ave between Cherry and Jefferson seems to be considered all institutional, thus heights are up to 200'; yet this is incorrect -- Seattle Medical and Rehab at 16th and Cherry has a good number of patients who are not able to return to their former homes, yet are conscious of their surroundings. This *is* their home. Since these residents also have mobility and health issues that make getting out and around difficult, it seems even more important to preserve some space and light around that building! I strenuously object to the 200' tower proposed near the south border of the SMR property and to the 105' and 160' heights for the buildings directly across 16th Ave. Even the 65' building proposed for the A1 NW quad of that block, to the west of SMR, would cut off significant sky and light, despite the lower elevation on that side of the block, I fear. Please adjust the zoning to reflect the fact that this is a residence, and limit heights next to and across from it as they would be next to the houses along the east side of the campus, to 30'.

The proposed 105' height along Cherry St. would loom oppressively across the street from homes on the north side of Cherry. While the existing building between 17th and 18th (in the B1 quad) is already 105' (I think), it doesn't face any residences, whereas building to that height between 16th and 17th would not only roughly double the height of the building there now, but create a 2-block-long wall along those homes' southern horizon.

Finally, while I have trouble imagining how the traffic could get much worse, there clearly would be much more of it. I can say that, as a bike commuter whose route passes the Cherry Hill campus, I already avoid 16th Ave before 6:00 pm because there's just too much going on. Maybe a shuttle would help, or valet parking, yet this is another factor that may indicate that this project is too big for this site.

Thank you for collecting and considering all our comments. I appreciate the difficulty of your tasks and urge you to support our neighborhood's needs.

Sincerely,
Janet Van Fleet
202 18th Ave, 98122

Van Fleet, Janet

1. Swedish has proposed two new alternatives, Alternatives 11 and 12. In Alternative 12, Swedish is proposing MIO-37 heights for approximately 60–70 percent of the block, with MIO-50 for the remaining portion. They are proposing that the center section of MIO-37 be conditioned to 15 feet in height, and that both of the two MIO-50 sections be conditioned to a height of 45 feet. A 25-foot setback is proposed along the rear of the property where it abuts the single family zone.
2. Seattle Medical and Rehab is considered as use that is integrated with the Major Institution. Its use is described as residential – see Section 3.5.2.1 in 3.5 Housing.
3. The existing Major Institution Overlay (MIO) allows heights of 65 feet along Cherry Street for the block between 15th and 16th Avenues, and 105 feet for the block between 16th and 18th Avenues. Swedish is not proposing to change these existing height limits. All three Build Alternatives contain these MIO heights along E Cherry Street.
4. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.

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Camacho, Rodolfo

From: Haines, Stephanie
Sent: Tuesday, July 08, 2014 2:57 PM
To: PRC
Subject: FW: Comment on MUP No. 3012953, at 500 17th Ave

From: Sheppard, Steve
Sent: Monday, July 07, 2014 8:38 AM
To: Andy Cosentino (andy.cosentino@swedish.org); Ashleigh Kilcup; VanValkenburgh, Cristina; David Letrondo; David Letrondo ; Dean Patton; Dylan Glocecki; Erik J. Oliner; J. Elliot Smith (jelliots@yahoo.com); James Schell; Katie Porter; Lara Branigan; Leon Gamett; Linda Carrol; ispelman@comcast.net; Maja Hadlock; Patrick Angus; Raleigh Watts; Sheppard, Steve; Haines, Stephanie
Subject: FW: Comment on MUP No. 3012953, at 500 17th Ave

From: ivanfleet@iuno.com [<mailto:ivanfleet@iuno.com>]
Sent: Thursday, July 03, 2014 12:18 AM
To: PRC
Cc: Sheppard, Steve
Subject: Comment on MUP No. 3012953, at 500 17th Ave

Ms. Stephanie Haines
Land Use Manager
DPD
c/o Public Resource Center

Swedish/Sabey CAC
c/o Steve Sheppard
DON

Dear Ms. Haines, Mr. Sheppard and members of the CAC,

I'm writing to you about Master Use Permit No. 3012953, the Swedish Cherry Hill site, at 500 17th Ave. I live at 202 18th Ave, about four blocks away.

I'm very concerned about the heights and massive proportions of the buildings proposed for the edges of the campus. The proposed mostly-50-foot-high, two-block-long building along the east side of 18th Ave between Cherry and Jefferson would wall off the people living on the east half of that block, cutting them off from what bit of sky they now have to the west and crowding their space quite oppressively. This height should be capped at 30', the same as their houses.

16th Ave between Cherry and Jefferson seems to be considered all institutional, thus heights are up to 200'; yet this is incorrect -- Seattle Medical and Rehab at 16th and Cherry has a good number of patients who are not able to return to their former homes, yet are conscious of their surroundings. This *is* their home. Since these residents also have mobility and health issues that make getting out and around difficult, it seems even more important to preserve some space and light around that building! I strenuously object to the 200' tower

Van Fleet, Janet

1. Swedish has proposed two new alternatives, Alternatives 11 and 12. In Alternative 12, Swedish is proposing MIO-37 heights for approximately 60–70 percent of the block, with MIO-50 for the remaining portion. They are proposing that the center section of MIO-37 be conditioned to 15 feet in height, and that both of the two MIO-50 sections be conditioned to a height of 45 feet. A 25-foot setback is proposed along the rear of the property where it abuts the single family zone.
2. Seattle Medical and Rehab is considered as use that is integrated with the Major Institution. Its use is described as residential – see Section 3.5.2.1 in 3.5 Housing.

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proposed near the south border of the SMR property and to the 105' and 160' heights for the buildings directly across 16th Ave. Even the 65' building proposed for the A1 NW quad of that block, to the west of SMR, would cut off significant sky and light, despite the lower elevation on that side of the block, I fear. Please adjust the zoning to reflect the fact that this is a residence, and limit heights next to and across from it as they would be next to the houses along the east side of the campus, to 30'.

The proposed 105' height along Cherry St. would loom oppressively across the street from homes on the north side of Cherry. While the existing building between 17th and 18th (in the B1 quad) is already 105' (I think), it doesn't face any residences, whereas building to that height between 16th and 17th would not only roughly double the height of the building there now, but create a 2-block-long wall along those homes' southern horizon.

Finally, while I have trouble imagining how the traffic could get much worse, there clearly would be much more of it. I can say that, as a bike commuter whose route passes the Cherry Hill campus, I already avoid 16th Ave before 6:00 pm because there's just too much going on. Maybe a shuttle would help, or valet parking, yet this is another factor that may indicate that this project is too big for this site.

Thank you for collecting and considering all our comments. I appreciate the difficulty of your tasks and urge you to support our neighborhood's needs.

Sincerely,
Janet Van Fleet
202 18th Ave, 98122

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Cont.

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3. The existing Major Institution Overlay (MIO) allows heights of 65 feet along Cherry Street for the block between 15th and 16th Avenues, and 105 feet for the block between 16th and 18th Avenues. Swedish is not proposing to change these existing height limits. All three Build Alternatives contain these MIO heights along E Cherry Street.
4. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation. The DEIS and Final EIS contain a description of the current and future transit volume serving the Swedish Campus. The Final EIS recommends evaluating potential modifications to the Swedish shuttle system to better integrate with regional transit improvements such as the street car and light rail. This could include expansion of service and/or modification of routing to serve key stops.

Aleeta Van Petten
732 15th Ave
Seattle, WA 98122
July 2, 2014

To: Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Haines:

I wish to express my opposition to the planned expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan and the Draft Environmental Impact Statement.

This expansion is unacceptable in terms of height, bulk and scale. It does not balance the needs of the neighborhood with the needs of the institution.

Along with the increase in the height, bulk and scale, there will be an increase in traffic (5,000 commuters or more daily) that is not mitigated and will adversely impact anyone living in, working in, shopping in, recreating in or travelling to or through this neighborhood for any reason. This does not include the number of delivery trucks coming into the neighborhood each day, travelling in and out of the neighborhood and idling while waiting to unload. The increase in traffic will cause long waits at intersections during peak hours, more traffic on neighborhood side streets, more auto accidents, more pedestrian-vehicle accidents and more cyclist-auto accidents.

There will be dramatic shadowing of the surrounding area that will impact the livability and quality of the neighborhood affecting not only humans, but also the plants and animals that make our environment more pleasant. Ironically, this is coming at a time when the city is trying to become more “green”.

Even without the shadowing, the height of the buildings will block views of the sky for most of the neighborhood greatly damaging the aesthetics of the neighborhood.

There will be an unacceptable increase in light pollution, air pollution, noise pollution and probably even a change in air movement across the campus. This will, of course impact the thousands of people who live in and who come into the neighborhood each day. Swedish/Sabey had offered no solid plans to mitigate these effects.

Van Patten, Aleeta

1. Your preference is noted.
2. Your comments concerning height, bulk and scale and balance with the neighborhood are noted.
3. The traffic and transportation analysis have identified the intersections where impacts could occur, and a number of mitigation measures have been developed (see Section 3.7.4 of the EIS). The mitigation measures include a Transportation Management Plan designed to reduce the number of people who drive to the campus, and intersection improvements (such as traffic signals) to allow traffic to flow more smoothly.
4. Shadows would vary by time of day and by time of year depending on the angle of the sun. See shadow diagrams and a discussion of potential effects in Section 3.4 of the EIS.
5. Views of the sky would not be blocked.
6. Lighting is discussion in the Draft Design Guidelines included as an Appendix to the Master Plan. Section 3.1.4 of the EIS includes proposed mitigation for air quality, and proposed mitigation measures for noise are included in Section 3.2.4.
7. Based on scoping comments, DPD determined that the project would not have adverse impacts on energy (i.e., usages of electrical and other forms of energy). Existing electricity is provided by Seattle City Light and Swedish intends to replace, expand, and/or upgrade its emergency power plant. Utility improvements would be completed as required for each project.

The environmental impact of the increased energy consumption from the expansion is not even mentioned in the DEIS. I do not understand how this can be acceptable.

Runoff from the impermeable surfaces of the campus will very adversely impact the neighborhood. Currently the runoff is uncontrolled during heavy rainstorms and the DEIS offers no solution to this, or to the added runoff that will accompany the expansion. The flow of the well known underground stream near the campus has not even been considered. I understand that this is the same underground stream that was involved in the drowning of a woman in Madison Park in her daylight basement several years ago, so it seems unreasonable that it should be ignored.

The setbacks planned are inadequate. There is inadequate or no transitioning to the neighborhood of primarily single family dwellings. The only apparent concern of the developer seems to be the developer's needs, not the neighborhood's.

The original James Tower, which is a historical landmark will be obstructed from view from 3 directions. This is completely ignored in the DEIS.

In the Children's MIMP there was mitigation of traffic in the form of off campus parking for staff, support for bicycle commuters, subsidies for transit users, etc. It is my understanding that Children's paid \$3 million in mitigation to the community. Swedish/Sabey has offered virtually nothing for mitigation in this plan. The committee that they have proposed to "study" traffic generated by the expansion cannot be seriously considered as a solution to the problem.

Swedish/Sabey has repeatedly failed to listen to the concerns of the neighbors. It has not shown any real inclination to negotiate or compromise. It has not fully examined other options to satisfy its purported need for more space, which should include moving some of its functions off campus.

The DEIS fails to address these and more issues adequately. It is filled with misleading statements, omissions, inaccuracies and exaggerations. Those have been explored in detail by other neighbors opposing this plan: Bob Cooper, Nicholas Richter, Bill Zosel, Vicky Schianterelli, Ellen Sollod, Jerry Matsui, and others. I endorse their observations and conclusions. These misleading statements, omissions, inaccuracies and exaggerations are so glaring that they call into question the competency or the objectivity or both, of URS, the company that Swedish/Sabey chose to write the DEIS. Frankly, the report seems extremely biased toward the company that bought the report.

In view of the above, I urge you to reject this DEIS and MIMP completely. They are egregious in their lack of attention to their true purpose. Because of the poor performance of URS, I suggest that the DPD itself choose another independent entity to repeat the EIS and have Swedish/Sabey pay for another.

Sincerely,
Aleeta Van Petten

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8. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.
 9. Swedish has proposed two new alternatives, Alternatives 11 and 12. In Alternative 12, Swedish is proposing MIO-37 heights for approximately 60–70 percent of the block, with MIO-50 for the remaining portion. They are proposing that the center section of MIO-37 be conditioned to 15 feet in height, and that both of the two MIO-50 sections be conditioned to a height of 45 feet. A 25-foot setback is proposed along the rear of the property where it abuts the single family zone.
 10. Page 3.6-12 in the second paragraph under 3.6.2.3 Current MIO Boundary, describes that the original 1910 Providence Hospital is a City Landmark. All primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. Page 3.6-13 of the EIS, in the center of the page, describes that Any new construction adjacent or across the street from a designated City Landmark will be referred to the Historic Preservation Officer for review, per SMC 25.05.675H2d.
 11. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. They are actively studying the various pilot programs to determine the overall effectiveness for on-going consideration and implementation.
 12. Your comments regarding Swedish and Sabey are noted.
 13. Your comments concerning the DEIS are noted.
 14. Your preference is noted.

April 17, 2014

Dear members of the CAC,

I would like to add my voice to those of my neighbors in endorsement of Bill Zosel's letter of April 10, 2014. I am also endorsing Bob Cooper's letter of April 4, 2014, and, I would like to add an analysis of my own.

The information in the articles that Bill cites indicates that Swedish chose to sell about one third of their campus to Sabey, a for-profit development corporation, in an attempt to "right size" their medical campus in 2002. The money from the sale of their campus was used pay off some of the debt that they had accumulated.

I submit that this was not right sizing, but either part of a high stakes development shell game with Sabey Corporation or simply a bad business decision.

I make this accusation, because now, a mere 12 years later, Swedish is suddenly out of room (!!) at its Cherry Hill campus (no longer "right sized") and finds that it needs to expand in bulk, height and scale in order to accommodate its need for space for its varied and "important medical functions". (If one looks at this in retrospect, one might think that this was a proactive way for Sabey to benefit from the MIMP process.)

Also, it is important to note that since presenting their needs analysis, Swedish administration has changed its story about what functions will actually be served on the Cherry Hill campus. (Is the need real, exaggerated or fabricated, and that is why the story is changing?) *And*, as has been pointed out many other times, a large number of those functions could easily be served away from this campus--so why include them in the MIMP?

Had Swedish not made such a poor decision in selling a large portion of its Cherry Hill campus, they could easily have accommodated what they claim as their growing need for space without having to go to the extremes of height, bulk and scale that they are currently asking for in this MIMP.

As I see it, the residents of our neighborhood are being asked to sacrifice livability (such a simple term with such broad implications) and the loss of untold thousands of dollars worth of property value to allow for the expansion of height, bulk and scale on the now smaller foot print of the Cherry Hill campus and for the enrichment of Sabey Corporation.

The neighbors and the neighborhood (and Seattle as a livable city) should not be asked to make this sacrifice in order compensate for the bad business decisions that Swedish has made, nor should we be pawns in the development game that Sabey Corporation is playing

Sincerely,

Aleeta Van Petten

April 17, 2014
Neighbor

Petten, Aleeta Van

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1. Please see comment responses for Bob Cooper.

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2. Please see comment responses for Bill Zosel.

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3. The Master Plan acknowledges (page 2) that: "*in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...*" Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

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4. Your comments and preference are noted.

Peli, Michael

From: Karen Wasserman <kwasserman@msn.com>
Sent: Sunday, July 06, 2014 11:02 PM
To: PRC
Subject: Comments on Swedish/Sabey Master Use Permit No. 3012953

To: Stephanie Haines, Land Use Manager
Department of Planning and Development
and Citizens Advisory Committee
Ref: Master Use Permit No. 3012953

As a near-neighbor of Swedish at Cherry Hill and a Squire Park resident, I have attended C.A.C. meetings and the recent Land Use hearing and listened to all arguments and comments from all sides. I have serious concerns about this project moving forward as proposed. This project does not seem to be in keeping with the City's vision for Seattle or with previously established objectives and guidelines.

In the past, this neighborhood has coexisted very well with what was the Sisters of Providence hospital, now Swedish. The hospital's existing buildings and structures are compatible with this historic residential neighborhood. However, an overly tall, mixed-use, dense conglomerate of enterprises is not compatible with a historic residential neighborhood. The effect of the extensive height, bulk, and scale of this project, together with the increased traffic, parking needs, loading/trucking needs, noise, and increased pollution would negatively impact one of Seattle's oldest neighborhoods. I am not anti-progress; but this project is entirely out of character for this neighborhood. Swedish has stated that they want to grow their hospital, but clearly, much more retail and other companies unaffiliated with Swedish or hospital uses are actually intended for this space for profit -- *not* to serve a non-profit hospital.

Certainly, a hospital that ostensibly wanted to grow would not have sold off approximately half of its campus to the Sabey Corporation for development just a few years ago. Seemingly lacking in the discussion has been consideration of leasing back some of the space that Swedish sold off, which would seem to be an appropriate solution since that does not involve building overly tall buildings that would shadow and engulf surrounding residences, which are mainly single-family homes. The James Tower, which is part of the campus, and its chapel spire, is a landmark. It can be seen on Cherry Hill from miles around (even from the Space Needle), along with the spires of St. James Cathedral and Immaculate Conception church. Building tall buildings that obscure and dwarf this landmark would be a loss for the city. Seattle should treasure its historic landmarks like this one, which add beauty and provide a unique visual character to the topography. Please consider this architectural feature and please consider the importance of preserving the character of this original building, as well as the adjacent historic smoke stack.

Please note that this discussion should not be about individual patient gratitude toward the care they received at Swedish hospital. Much of the testimony on Swedish's behalf has been from patients they invited to speak, centered on why individual patients from out of the area think Swedish should be allowed to build on the Cherry Hill campus. I would ask all parties to keep in mind that this deliberation is about balancing Seattle city neighborhoods with growth and development of a major institution inside a neighborhood, and making appropriate decisions regarding density, scale, height, infrastructure, architecture, the environment, and the ongoing effects of such a development.

Swedish has stated they need this particular development to become a "world-class" medical center, yet many of the facilities under proposal could be placed elsewhere around the Puget Sound, and especially since a large part of this proposed project will likely involve retail, leasing to outside companies, and other various commercial uses.

Thank you for your consideration.

Karen Wasserman
336 18th Ave.
Seattle

Wasserman, Karen

1. Your comments concerning the project are noted.
2. Your comments concerning the proposed scale of development and compatibility with the neighborhood are noted.
3. Page 3.6-12 in the second paragraph under 3.6.2.3 Current MIO Boundary, describes that the original 1910 Providence Hospital is a City Landmark. All primary views of the 1910 Providence Hospital building and the attached southern solarium from adjacent public right-of-ways of the eastern, southern, and western facades remain essentially the same. Page 3.6-13 of the EIS, in the center of the page, describes that Any new construction adjacent or across the street from a designated City Landmark will be referred to the Historic Preservation Officer for review, per SMC 25.05.675H2d.
4. Your comments concerning balancing of needs is noted.
5. Your comments concerning decentralization are noted.

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City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 8. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

The plan is too large in scope for our residential neighborhood. At the 8-12-2014 hearing, the only people who spoke up in favor of the plan were those who work for Swedish/Sabey. This is clearly a conflict of interest. Those who shared their address, live no where near the Swedish Cherry Hill campus.

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Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes No

Name Thomas Wasserman
 Street/P.O. Box 336 18th AVE
 City Seattle State WA Zip 98122
 E-mail Lyons_Gate @ msn.com

Place Stamp Here

Wasserman, Thomas

1. Your comments concerning the size of the proposal and people who commented at the public hearing are noted.

Peli, Michael

From: Thomas Wasserman <lyons_gate@msn.com>
Sent: Saturday, July 05, 2014 2:00 PM
To: PRC; Haines, Stephanie
Subject: Swedish/Sabey Master Use Permit No. 3012953

July 2 2014

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Dear Ms. Stephanie Haines, Citizens Advisory Committee, and all other concerned parties:

I am very concerned about the proposed expansion of the Swedish-Sabey Cherry Hill business campus.

As an educated citizen of Seattle, I have attended many of the C.A.C. meetings and city hearings with an open mind. I have listened closely to both sides of the issue. But after much research and deliberation, I do not believe that Swedish-Sabey has made a very strong argument as to why they need all this additional space and, more importantly, why they need that space in our neighborhood.

Time and time again their staff and patients have testified to the "world class" care they provide and receive. But then they tell us how much of that care goes to people who come from very far outside our Seattle community. Their surgeons and staff all stressed that they pull in business from as far away as Alaska, Idaho, and Montana. And even the so called "local" customers who chose to speak seemed to come from Bothel, Kirkland, Renton, Bremerton, etc.

Therefore, I ask why is there this push to do this expansion at the current Cherry Hill location? It seems their customer base would be much better served in a downtown setting, or near SEATAC airport to accommodate the distance they must travel.

But the answer to this question stems from Swedish's business partner and major commercial developer -- the Sabey Corporation. It is a well-known fact that Swedish (a non-profit hospital) sold off much of their campus to Sabey (a for-profit company). Sabey has used this opportunity to expand their business operations surreptitiously into a residential neighborhood. Most of Sabey's tenants have little or nothing to do with Swedish's operations. Sabey has just piggy-backed their business operations onto Swedish to try to circumvent the high cost of downtown real estate at the expense of the livability of our central district neighborhood.

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Wasserman, Thomas

1. Your comment and preference is noted.
2. Swedish's stated needs are included in Section A.3 of the Master Plan.
3. The Master Plan acknowledges (page 2) that: *"in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements..."* Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

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Sabey knows they would never be allowed to come into a residential neighborhood and start building a 200-foot commercial office complex on their own. But they think can get away with it if they do it under the guise of Swedish's master plan. So if Swedish really does want more space, they could easily obtain all they need by using existing Sabey-occupied space.

It is my understanding that Sabey also plans to develop some of this space for retail purposes. As a longtime homeowner in the Squire Park neighborhood, I find this very disturbing. When I purchased my house back in 1992, I knew full well that Providence Hospital was less than a block away. I looked forward to living near this beautiful historic building and was proud to have it as my neighbor. But I never imagined that a hospital would turn into a major office building with street-level restaurants, retail shops, and Starbucks coffee. This would be totally out of character with our historic neighborhood and again contradicts Swedish's claims that they need the space for "hospital" purposes. Note: if they are allowed to have retail businesses on-site, their "store fronts" should only be accessible from within the campus. We, as residents of the neighborhood, should not be directly subjected to their commercial operations.

So this leads me to the main point of this letter: The size, bulk, scale and height of the Swedish/Sabey plan is just too ambitious and massive for our Seattle's central district neighborhood. It was just few years ago that Swedish sold the flagship campus building to Sabey, who then doubled its size by enclosing the beautiful old U-shaped building. Now they are trying to double the size again. They talk about their needs for hospital beds, but they don't want to make any concessions about non-hospital use space.

There seems to be no regard or thought to this being a historic, single-family neighborhood. It is very important to the city of Seattle to keep some affordable housing with a diverse population close to downtown. And our neighborhood fits that bill. We are a proud neighborhood with a long history of different ethnic groups coexisting in relative harmony. And we have co-existed with the hospital for all these many years too.

But Swedish/Sabey has not always been a good neighbor. Their employees park illegally on our streets (often with bogusly obtained handicapped parking placards). These same employees litter our yards with their trash and cigarette butts . (Since they are not allowed to smoke on their property, they walk across the street into the neighborhood to smoke.)

If their unabated plan goes through, these conditions will only get worse. And the result will only bring more traffic to an already stressed area.

So please do the right thing and reject the proposed Swedish/Sabey expansion. The plan needs to be scaled back to something that does not destroy the integrity of our livable Seattle neighborhood. A hospital is important . But it is also important that working families can afford livable areas near downtown in this great city.

A business should not be allowed to negatively affect the quality of life of your citizens. The city of Seattle needs to preserve this single-family neighborhood.

Thank you for your time and consideration.

Regards,

Thomas Wasserman

336 18th AVE
Seattle, WA 98122-5717

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Cont.

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4. Swedish has not proposed to develop space for retail purposes other than for those services that are functionally related to the major institution would be permitted.
5. Your comments concerning size, bulk and scale are noted.
6. Your comments regarding the Squire Park neighborhood are noted. In response to comments on their Concept Plan, Swedish eliminated any alternative that would have expanded their existing boundaries and would have resulted in the demolition of housing within a new boundary area.
7. The DEIS and Final EIS include disclosure of the parking impacts in the neighborhoods surrounding the campus. The TMP identified in the Master Plan and evaluated in the DEIS and Final EIS identified elements intended to decrease the use of on-street parking in the neighborhoods by staff and visitors. This issue would be addressed through a combination of employer directives and overall parking and payment structure for those utilizing the campus parking.
8. Your preference is noted.



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 6. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resource Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

(X) In order to ensure the community will continue to receive excellent service expansion must happen. I represent the trained/skilled crafts people that will help Swedish/Sabey to make what is now only on paper a reality. Coming out of this last recession (which saw some affiliates experiencing up to 60% unemployment!), it is critical for my members to go to work building infrastructure projects such as this
CUE

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Please provide additional comments on the back, if desired.

Would you like to be on the mailing list? Yes No

Name Keith Weir
Street/P.O. Box 14673 Interurban Blvd #101
City Tukwila State WA Zip 98168
E-mail Keith@seattlebuildingtrades.org

Place Stamp Here

Weir, Keith

1. Your comment and preference is noted.

Public Resource Center
Department of Planning and Development
City of Seattle
PO Box 34019
Seattle, WA 98124-4019

Fold Here

Additional comments:

The Seattle Building and Construction Trades
agrees on record as being fully in support of
this project. It will enable many people to
return to a living wage career supporting
their families and our greater community!

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Cont.



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

Swedish Cherry Hill MIMP EIS (DPD # 3012953) Draft EIS and Draft Master Plan Comment Sheet

The intent of this public hearing is to receive your comments about the proposed Swedish Cherry Hill Major Institution Master Plan (MIMP) proposal, project alternatives, identified impacts and proposed mitigation measures that are discussed in the Draft Environmental Impact Statement (DEIS). This public hearing is also combined with the required public hearing on the draft master plan. The public hearing happens during the DEIS public comment period, which ends July 8. At this stage, your written and verbal comments should focus on the analysis contained in the Draft EIS, including identified adverse environmental impacts, and potential mitigation measures. Public comment on the draft master plan will also be accepted during the public hearing.

You may either:

- Place comments in the box today,
- Mail comments to Public Resources Center (on this form or as a letter), or
- E-mail your comments: PRC@SEATTLE.GOV

Comments:

① The proposed buildings are too massive. They do not fit with the residential feel and culture of our neighborhood.

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② Parking is out of control. There is not any on-street parking available during the hours of 7-4 M-F. The proposed plan will make this worse.

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③ Swedish must give back to our neighborhood. Please sign the good neighbor contract.

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Would you like to be on the mailing list? (Yes) No

Name K. Yasi
 Street/P.O. Box 804 21st Ave
 City Seattle State WA Zip 98122
 E-mail _____

Place Stamp Here

Yasi, K

1. Your comments concerning the size of the proposed buildings is noted.
2. The proposed Master Plan included parking for the estimated demand. The DEIS and Final EIS include disclosure of the parking impacts in the neighborhoods surrounding the campus. The TMP identified in the Master Plan and evaluated in the DEIS and Final EIS identified elements intended to decrease the use of on-street parking in the neighborhoods by staff and visitors. This issue would be addressed through a combination of employer directives and overall parking and payment structure for those utilizing the campus parking.
3. Your preference is noted.

Camacho, Rodolfo

From: Haines, Stephanie
Sent: Tuesday, July 08, 2014 3:09 PM
To: PRC
Subject: FW: Swedish Sabey MIMP project number 3012953

From: Kathy Yasi [<mailto:kyasi57@gmail.com>]
Sent: Wednesday, July 02, 2014 9:08 PM
To: Haines, Stephanie
Subject: Swedish Sabey MIMP project number 3012953

I am writing to oppose the request by Swedish/Sabey to develop, by 2040, 2,753,000 square feet for institutional use.

I live with my family at the corner of E Columbia Street and 21st Avenue. Having lived in this neighborhood for 24 years we have seen many changes in “the face” and needs of our neighborhood, as well as the general perception of our neighborhood in other parts of the city.

Squire Park, in the Central District, is a place for families. All sorts of families live here. Many houses on our block are homes to families with children. We bike and or walk to work and school, the grocery store, the library, post office, restaurants, and coffee shops. Our children play in the parks. We worship here. Much neighborhood socializing happens spontaneously, on a sidewalk or on a front stoop. Gardeners live here who proudly sponsor the Pollinator Pathway. Parents can be seen pushing strollers and walking dogs every evening. Children learn to ride their bikes and scooters on our streets. Light posts display posters looking for lost pets. Our neighborhood is a vibrant living, changing place.

I welcome change that makes sense. This residential neighborhood is not the right place for buildings over 105 feet tall. This is not a good place for institutional structures with 50 foot high unbroken walls running the length of an entire block. Our neighborhood may be able to accommodate some additional traffic, but the proposed Swedish/Sabey development plan is not appropriate. In this old neighborhood not every home has its own driveway, and on-street parking already fills up every weekday with hospital workers.

I am also concerned with increased traffic volume. I want to keep my neighborhood a safe place for children and families. I want to be able to walk safely to our favorite neighborhood hangouts. With the daily arrival and departures of hundreds of employees and out-patients I believe we will experience an intolerable increase in traffic accidents and close calls.

Another aspect of the proposed development that concerns me is the amount of impermeable ground created and what that does to storm water drainage. This is an old Seattle neighborhood with old infrastructure. Many houses on my block, downhill from the proposed development, experience flooded basements. I am concerned that this situation will worsen with construction of this proposed size.

This requested development, as proposed, is inappropriate in our residential neighborhood.

Katherine Yasi

804 21st Ave

Seattle WA 98122

--

Kathy Yasi
Adventure Day Care
206 369 4157
206 324 8472

Yasi, Katherine

1. Your comments on the family neighborhood are noted.
2. Your comments on the proposed building heights are noted.
3. Both pedestrian and bicycle safety have been reviewed in the EIS.
4. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.

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Peli, Michael

From: Ybarra, Kathy <ybarrak@seattleu.edu>
Sent: Wednesday, July 02, 2014 3:12 PM
To: PRC
Cc: Haines, Stephanie; Baker, Roberta; Pilati, Elizabeth
Subject: FW: Swedish Medical Center Cherry Hill MIMP Draft EIS statement and Draft Master Plan Project number - 3012953
Attachments: DOC.PDF

Dear Planning & Development Staff,

Thank you for uploading or logging in the attached letter for us by July 6. (There is a copy coming in the US mail probably tomorrow as well).

Sheryl Waldman gave me your contact email.

Thank you!

Kathy Kinsella Ybarra | Assistant to the President
Office of the President | Seattle University |
901 12th Avenue | Seattle, WA 98122-1090 |
T. 206.296.1891 | ybarrak@seattleu.edu | www.seattleu.edu

From: Ybarra, Kathy
Sent: Wednesday, July 02, 2014 9:04 AM
To: 'roberta.baker@seattle.gov'
Cc: Pilati, Elizabeth
Subject: FW: Swedish Medical Center Cherry Hill MIMP Draft EIS statement and Draft Master Plan Project number - 3012953

Dear Roberta, I received an out of office message saying that Stephanie would not return to the office until July 7. I am hoping you can make sure this letter gets logged since it should be up by July 6.

Thank you,

Kathy

From: Ybarra, Kathy
Sent: Wednesday, July 02, 2014 9:01 AM
To: 'Stephanie.Haines@seattle.gov'
Cc: Pilati, Elizabeth
Subject: Swedish Medical Center Cherry Hill MIMP Draft EIS statement and Draft Master Plan Project number - 3012953

Dear Stephanie,

It appears that the hardcopy of Fr. Sundborg's letter (attached) has not appeared on the DPD log for the for the *Draft Environmental Impact Statement and Master Concept Plan*. We will mail another hardcopy today.

Thank you,

Kathy

Kathy Kinsella Ybarra | Assistant to the President
Office of the President | Seattle University |
901 12th Avenue | Seattle, WA 98122-1090 |
T. 206.296.1891 | ybarrak@seattleu.edu | www.seattleu.edu

Ybarra, Kathy

1. See letter from Seattle University included in "Organizations"

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Harris, Johnny

From: Haines, Stephanie
Sent: Sunday, May 18, 2014 11:40 AM
To: PRC
Subject: FW: Swedish Medical Center MIMP
Attachments: April 10FINA.docx

Please upload – under 3012953

From: wmzose@aol.com [<mailto:wmzose@aol.com>]
Sent: Friday, April 11, 2014 2:43 PM
To: Sheppard, Steve; Haines, Stephanie
Subject: Swedish Medical Center MIMP

Dear Steve and Stephanie,

Attached is a letter that I ask be shared with the CAC and be made part of the record in the Swedish MIMP process.

■ 1

Thanks.

Bill Zosel

Zosel, Bill

1. Your comment letter has been forwarded to the CAC and made part of the record.

April 10, 2014

To: Citizens Advisory Committee for Swedish Medical Center
(sent by e mail to Steve.Sheppard@Seattle.gov)

To: Stephanie Haines, Department of Planning and Development
(sent by e mail to Stephanie.Haines@Seattle.gov)

Re: Swedish Medical Center Major Institution Master Plan

As the Citizens Advisory Committee and DPD deliberate and make recommendations on the the proposed Major Institution Master Plan for Swedish and Sabey, it is crucial that the CAC and DPD consistently look to the standard by which the institution's proposals are to be judged --- the Land Use Code sections setting forth the "purpose and intent" of the Major Institution Master Plan process:

SMC 23.69.002:

The purpose of this chapter is to regulate Seattle's major educational and medical institutions in order to:

- A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;*
- B. Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods;*

...

The request by Swedish and Sabey in this MIMP process is that they be allowed to develop, by 2040, up to 2,753,000 square feet. Although the proposed MIMP does not directly state this, there's an implication that the proposal for 2,753,000 square feet would include substantial non-Swedish uses, as is currently the case on the campus.

The issue is not whether or Swedish and Sabey might be able to use 2.7 million square feet of space to satisfy their future needs. Rather, the issue is this: Is it possible that developments amounting to such a large number of square feet and with the kinds of intense uses contemplated by Swedish and Sabey can be put into a residential neighborhood (and to a significant degree, a single-family-home residential neighborhood) while also protecting the livability and vitality of adjacent neighborhoods, as the Land Use Code requires?

Or, on the other hand, is it necessary, in order to "minimize the adverse impacts associated with institutional growth" to require Swedish and Sabey to provide for some of their future needs in locations other than the 17th and Jefferson campus?

The document submitted to the CAC that is entitled "MIMP Space Needs Analysis" (but which is really a "Space Desires Argument") suggests a few places to begin. In contrast to the earlier assertions of space "needs", the most recent alternative has some measurable reduction in the amount of square feet. Now even Swedish seems to be admitting that there are several other (unnamed) non-campus locations where different components of future growth could be located.

Zosel, Bill

1. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a "reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods." This determination will be made in the DPD Director's Report following completion of the EIS and Final Master Plan process.
2. SMC 23.69.008 Permitted uses allows for "All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution."
3. Your comments concerning the proposal and livability of the neighborhood are noted.
4. Swedish's stated needs for the Cherry Hill campus are included in Section A.3 of the Master Plan.
5. Your comments on space reductions are noted.

It is the job of the Environmental Impact Statement to delve further into the Swedish proposals and to analyze *real* alternatives that would include future campus size alternatives that are meaningfully different in their impact on the neighborhood. Swedish Medical Center has three other hospitals and over twenty clinics in King County. The combined Providence Health and Services and Swedish Medical Center, according to their publicity, is one of the largest health care delivery systems in the country. On Seattle Housing Authority property quite nearby, in an urban village, tens of thousands of square feet of office space are proposed to be developed in the next twenty years. It stretches credulity to suggest that the Central Area campus is the only suitable place for *all* of the additional 2 million plus square feet that Swedish (now Providence) might want in the next twenty years.

In 2002, when the administration of Swedish determined that it would not need all of its Central Area campus, it sold about half of the campus to Sabey. In the words of the Swedish spokesman, the downsizing of the Swedish campus was a “right-sizing”. (see “Seattle Times” article noted below)

The Sabey Corporation intended to develop a large biotech research hub on the land it acquired. However, that vision was not realized and Sabey was compelled to find other tenants for its space, ultimately choosing Laboratory Corporation, Seattle University School of Nursing, Accium Biosciences, and the Northwest Kidney Center, among others. (see article by Sabey Corporation spokesperson published by DJC.com noted below)

Now, a decade after selling half of its campus, and after Sabey’s having brought in other uses which could exist in any number of locations other than on this campus, Swedish is asking for permission for a vast increase in the scope and scale of development on the Central Area campus. Apparently, its expansion plans for the next twenty years do not include any reclaiming of the property it sold to Sabey. Rather, the full impact of future development would be visited on the residential neighborhood.

That would be contrary to the intent of the Major Institution Master Plan provisions of the Seattle Land Use Code.

In applying the meaning of the Land Use Code to this case, a decision of the City of Seattle Hearing Examiner in the case of the Major Institution Master Plan proposed by Seattle Children’s Hospital is particularly applicable. (“Findings and Recommendation of the Hearing Examiner, H.E. File CF 30884, August 11, 2009.)

In that case the Hearing Examiner stated, that “balancing the needs of an institution to change with the need to protect the livability and vitality of adjacent neighborhoods requires an appreciation of the context for the balancing.” In that regard, the Hearing Examiner stated:

The City’s urban village strategy, adopted as part of the Comprehensive Plan (Plan) is a “comprehensive approach to planning for a sustainable future” that is “intended to maximize the benefit of public investment in infrastructure and services”. It “tries to match growth to the existing and intended character of the city’s neighborhoods.” Plan at 1.2-1.3. Most residential and job growth is to be

6. SMC 25.05.440.D EIS Contents requires that EIS include an analysis of the proposal and reasonable alternatives. “Reasonable alternatives shall include actions that could feasibly attain or approximate a proposal’s objectives, but at a lower environmental cost or decreased level of environmental degradation.
a. The word “reasonable” is intended to limit the number and range of alternatives, as well as the amount of detailed analysis for each alternative.
b. The “no-action” alternative shall be evaluated and compared to other alternatives.
c. Reasonable alternatives may be those over which an agency with jurisdiction has authority to control impacts either directly, or indirectly through requirement of mitigation measures.”
7. The Master Plan acknowledges (page 2) that: “in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements...” Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.
8. SMC 23.69.008 Permitted uses allows for “All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.”
9. See response to Comment 7.
10. See response to Comment 8.
11. As noted in the City Council’s approval of the Seattle Children’s MIMP (Ordinance 123263) Conclusion 28: “The City’s Land Use Code (SMC Title 23) and substantive SEPA Policies (SMC 25.05) authorize reference to the City’s Comprehensive Plan as a basis for review of a proposed MIMP only with respect to specific Comprehensive Plan policies identified in these ordinances, neither of which include policies related to the “urban village” strategy described in that plan. Therefore the Council lacks authority to consider these policies as a basis for its decision whether to approve the proposed MIMP.”
12. Neither the Seattle Land Use Code nor the Seattle Comprehensive Plan require that Major Institutions be located within an Urban Village or Urban Center. See Response to Comment 11.

directed to urban centers and villages. Areas outside urban villages are to accommodate modest amounts of growth in less dense development patterns. Plan at 1.3., 1.22.

Once a small hospital, Children's has grown into a regional medical center that has gradually expanded on its main campus and to other facilities within the area, in addition to maintaining a presence in other parts of the City and in neighboring cities. ...

Children's was part of the Laurelhurst neighborhood when the Council designated urban centers and urban villages during the comprehensive plan process in the 1990s. Yet the Laurelhurst area was not designated as an urban center or village.

It is apparent from the RFEIS' Land Use section that Children's expansion under the proposed MIP is inconsistent with the City's urban village strategy. Although major institutions are permitted outside urban villages/center, Children's seeks heights that exceed those of any other major institution located outside urban village or center. (citing Exhibits). The significant, unmitigated traffic, and height, bulk and scale impacts associated with Children's proposed expansion result largely from the fact that the MIMP proposes development outside an urban village at an intensity that is designed for development within an urban village. Children's is asking that the proverbial "square peg" be forced into a "round hole", but it does not fit." Page 20, Hearing Examiner's Decision.

The words of the Hearing Examiner could easily be applied to Swedish and the Central Area. This, like Laurelhurst, is not an urban village or center. Rather it is a residential area which, according to the Comprehensive Plan adopted by the City Council, is to be an area of less intense development. Here, residential uses are to be encouraged and supported, not marginalized. In other words, the neighborhood is to be maintained as a vital residential neighborhood now and into the future, unless and until the Comprehensive Plan changes.

If, over the next twenty years or so, there is to be some expansion of current Swedish Medical Center uses, the scope and scale of that expansion must be consistent with adopted City policy. Most of the great height, bulk, scale, and greater employment and patient population, along with greater traffic intensity, that Swedish proposes be located in this residential neighborhood, are required by City policy to be located in urban villages or urban centers. There is no reason to believe that Swedish and Providence, as well as Sabey, cannot find perfectly suitable locations for many of their future needs in more appropriate locations in urban villages or urban centers.

Thanks you for your consideration.

Bill Zosel
Bill.Zosel@gmail.com

1. "Swedish to sell Landmark Old Providence Hospital to become biotech research center", J. Martin McOmber, "Seattle Times" 8/8/2002

<http://community.seattletimes.nwsourc.com/archive/?date=20020808&slug=swedish08>

2. "Build it Right and They Will Come: A few essentials for a biotech makeover", Marcelo Garces of the Sabey Corporation in the Daily Journal of Commerce, 3/3/2005

<http://www.djc.com/news/co/11166007.html>

12
Cont.

13. Your comments about urban villages are noted.

13

Organizations

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Creating opportunity in the neighborhood

12th Avenue Minority Business Owners

1. Your comments regarding jobs and health care in the community are noted.

June 26th, 2014

Public Resource Center
Department of Planning & Development
City of Seattle
P.O. Box 34019
Seattle, WA 98124-4019

Re: **Swedish Cherry Hill MIMP Draft Master Plan and Draft Environmental Impact Statement (EIS)**
Project number ~ 3012953 Project address ~ 500 17th Avenue, Seattle

To whom it may concern:

The **12th Avenue Minority Business Stewards** is a growing group of minority neighborhood business and property owners located on 12th Avenue that are active members of the Cherry Hill community. We are writing this letter to express our full support for Swedish Cherry Hill and its plan to expand the campus.

As minority property and business owners, many of us started out with little more than a strong work ethic. Through hard work we have built successful businesses and provided a better life for our children and grandchildren. We appreciate and support the increased economic revenue that this expansion will bring to our business, our neighborhood and our city. We also appreciate and support the hundreds of family-wage jobs in construction and healthcare that will be created by this expansion.

In addition, Swedish Cherry Hill provides invaluable healthcare services to our community and the entire city. It's reassuring to know that we have an emergency department and primary care doctors within walking distance. We are also grateful for Swedish's support of the Country Doctor Clinic at Cherry Hill, which provides after hours care (without the emergency room cost) for patients of all ages, interpretation services, and fees based on a sliding scale for uninsured patients. We are also grateful to know that should a family-member or friend require the services of a cardiology or neurology specialist, we have a world-class institution right in our backyard.

Swedish Cherry Hill has been a great neighbor and we are confident the new expansion will effectively balance the needs of the hospital with the livability of the neighborhood.

For all these reasons and more, we urge you to approve the Swedish Cherry Hill MIMP Draft Master Plan and Draft Environmental Impact Statement as quickly as possible.

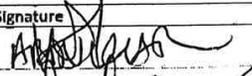
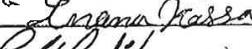
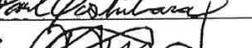
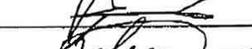
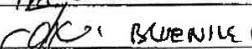
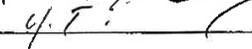
Sincerely,

A handwritten signature in black ink, appearing to read 'Abdul Nagi', is written over a horizontal line.

Abdul Nagi, Capitol Hill Chevron
Member, 12th Avenue Minority Business Stewards

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12th Avenue Minority Business Stewards in Support of the Growth of Swedish
Cherry Hill Medical Campus

| Name/Email | Business Name and Address | Signature |
|------------------------------|--|--|
| Abdul Nagi | Chevron 427 12 th Avenue, Seattle 98122 |  |
| MICHAEL DOONF | CONGER UNIT 732 12 th AVE SEATTLE 98122 |  |
| Enana Kassa | 1219 E SAFFORDSON ST SEATTLE, WA 98122 |  |
| Hadi Auto BODY | 317 12 th AVE SEATTLE WA 98122 |  |
| Carlene Comrie / Wayne Blake | Taste of the Caribbean 1212 E Jefferson Seattle 98122 |  |
| Andy - Mengistu | 66 Seattle WA 98122 |  |
| Almaz feissa | University Market & Deli 724 12 th Ave, Seattle, WA 98122 |  |
| DANTE TATE | ARCO AM/PTM 665 23 rd AVE SEA, WA. 98122 |  |
| MESRET TESTA | 712 20 th AVE SEA, WA. 98122 |  |
| Hadi Girma | 504-22 nd Ave 98122 |  |
| Belaysa E. Makonnen | 532-22 nd Ave 98122 |  |
| WORK W/WORK | 118 12 th AVE SEATTLE SEATTLE 98122 |  |
| Aseggedesh | 450 12 th AVE SEATTLE 98122 |  |
| Hana-Jessie | 206-21-6109 |  |
| Ezra TESHOME | 206-322-3910 Jefferson Court Apartments |  |
| Yibarak Teshome | Providence mart. |  |
| | | |
| | | |
| | | |
| | | |
| | | |



June 11, 2013

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

*Ref: Master Use Permit 3012953
Project address: 500 17th Avenue*

Dear Ms. Haines:

By this letter the 12th Avenue Stewards wish to note for the record their opposition to the proposed expansion of the Swedish Cherry Hill Medical Center as set forth in the Draft Major Institutions Master Plan (MIMP) and the Draft Environmental Impact Statement (DEIS). The proposed expansion is fundamentally incompatible with the low-rise and single family character and zoning of the surrounding neighborhood. It is imperative for the future livability of all Seattle neighborhoods for the City of Seattle to follow the recent direction of the City Council designed to preserve and protect the residential nature of Seattle's many neighborhoods.

The mission of the 12th Avenue Stewards is to advocate for the vitality and livability of the 12th Avenue Neighborhood. We believe that the proposed expansion threatens both as a result of increased traffic loads on the major arterials, increased parking demands, and increased building heights incompatible with the character of the neighborhood, all documented in the DEIS. A serious issue for the neighborhood is housing affordability and access. We encourage alternative modes of transportation. The expansion proposal to 3 million square feet of primarily medical office buildings will bring many more single occupancy vehicles to the neighborhood as daily commuters since no provision for housing or increased mass transit is included as mitigation for their expansion. Commuting workers are unlikely to contribute to the neighborhood economically and will not be participate as part of the social fabric since they will come to the facility for their shift and leave when work is over.

The 12th Avenue Stewards note with particular concern the proposal to build 200 foot tall structures that will dwarf the adjacent neighborhood and cast shadows that will *totally eliminate* sunlight during parts of the year for neighbors north of Swedish. The DEIS repeatedly mischaracterizes the neighborhood north of Swedish Cherry Hill as a "multi-family structures" when, in fact, this areas is predominantly low-rise, single-family residences.

12th Avenue Stewards

1. Your comments regarding compatibility and livability in the neighborhood are noted.
2. Your comments regarding traffic, parking and housing are noted.
3. A description of the area surrounding Swedish Cherry Hill is included on pages 1-1 and 2-6 of both the Draft and Final EISs. The area is described as: "*Uses in the area north, east and west of the campus are primarily single-family and lowrise multi-family residential, with a mix of some institutional and commercial uses. The eastern boundary of Seattle University's campus faces the western boundary of the Swedish Cherry Hill campus across 15th Avenue.*"

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We also note that the DEIS alludes to the potential re-zoning of both E. Cherry and E. Jefferson between the Swedish Center and 12th Avenue for commercial and retail uses. This is patently inconsistent with the policy of the City of Seattle which designates 12th Avenue as the spine of the 12th Avenue Urban Village as a prime commercial corridor.

Substantially increased traffic associated with the proposed expansion will make the existing congestion on Cherry/James (especially as it connects with I-5) significantly worse and four additional intersections in the neighborhood will operate at Level of Service "F" (extreme stop-and-go congestion) during PM peak hours. The DEIS proposes no mitigation for these impacts. Furthermore, the DEIS does not consider the cumulative traffic impacts associated with growth on the Seattle University Campus, the plans for the new King County Juvenile Detention Center, and continuing growth along the 12th Avenue corridor.

Finally, the DEIS does not analyze the impact of storm water run-off from increased impermeable surfaces which is of considerable concern given existing ground water problems adjacent to the Center.

Consequently, rather than adding to the vitality and livability of the neighborhood, the proposed expansion will significantly degrade the environment.

Sincerely,



Ann Schuessler
Chair
12th Avenue Stewards

cc: Citizens Advisory Committee

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4. The reference to the potential for an increased future demand for more intensive zoning along E Jefferson and E Cherry Streets is found in the Land Use Section 3.3.6 Secondary and Cumulative Impacts. It was included as an acknowledgment of potential future effect of the proposed MIMP.

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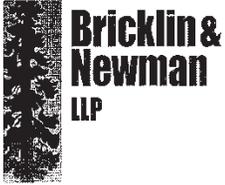
5. Future growth in traffic associated with Seattle University, King County Juvenile Detention Center as well as other area projects that would increase traffic to the study area are included in the traffic volume forecasts (see the Traffic Volume discussion in Section 3.7.3.1).

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6. Lot coverage is described in the Master Plan (Section C.3.c). It is described per Seattle Land Use Code as the portion of a lot occupied by structures, expressed as a percentage of the total lot area. While there would be increased building area with the proposed MIMP, the area of impervious surfaces (which lead to stormwater run-off) would not necessarily increase as buildings would replace what are currently surface level parking lots. Stormwater runoff is discussed in the Public Services and Utilities Section 3.8.4.2 Water/Sewer/Stormwater. In that section it is acknowledged that the existing storm drainage system is deficient and improvements are planned to include construction of additional capacity (new pipes), reduction of stormwater entering the system through the use of Green Stormwater Infrastructure Best Management Practices (BMPs) and/or redirecting some of the water. The mitigation measures (Section 3.8.5) include the development of storm drainage design requirements for each major new development on campus.

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7. Your comments on the environment are noted.



Seattle Office:
1001 Fourth Avenue
Suite 3303
Seattle, WA 98154

Spokane Office:
25 West Main
Suite 234
Spokane, WA 99201

Contact:
Phone: 206-264-8600
Toll Free: 877-264-7220
Fax: 206-264-9300
www.bnd-law.com

Reply to: Seattle Office

July 3, 2014

Stephanie Haines
Department of Planning and Development
Attention: Public Resource Center
700 Fifth Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98104-4019

Re: Swedish Medical Center Cherry Hill Campus Master Plan, Project No. 3012953,
Combined Comments on DEIS and Draft MIMP

Dear Ms. Haines

I am writing on behalf of Washington Community Action Network (Washington CAN) to comment on the Swedish Cherry Hill Medical Center Draft Major Institution Master Plan (Draft MIMP) and Draft Environmental Impact Statement (DEIS). The Project No. is 3012953 and the project address is 500 17th Ave in Seattle.

Washington CAN works to achieve racial, social, and economic justice in our State. With over 40,000 members, Washington CAN is the State's largest grassroots community organization. Health care access and affordability have been one of Washington CAN's main issues over the organization's history. From playing a leading role in getting the Affordable Care Act passed through Congress to advocating for a Basic Health Option on the state level, Washington CAN has led the country in advancing and expanding access to healthcare for all people. Medical debt and inadequate charity care policies of hospitals such as Swedish - Cherry Hill Medical Center are bankrupting families and limiting low-income communities from receiving the care they need.

1. Comments on the Swedish Cherry Hill Draft Major Institution Master Plan

The regulations that apply to the Swedish Cherry Hill Master Plan proposal and project site do not allow approval of the MIMP unless the residential character of the neighborhood is protected and adverse impacts to the surrounding community are minimized. SMC 23.69.032.E.2; SMC 23.69.002. There must be a balance of the public benefits of the development with the need to maintain livability and vitality of adjacent neighborhoods. *Id.* DPD must assess how the proposal will address and contribute positively to human development issues in the community. SMC 23.69.032.E.3. There are also a number of requirements specific to the development program and

Bricklin & Newman

1. Your introductory comments on Washington CAN are noted.
2. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a “reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.” This determination will be made in the DPD Director’s Report following completion of the EIS and Final Master Plan process. SMC 23.84A.025 definitions acknowledge the potential impact of a major institution: ““Major Institution” means an institution providing medical or educational services to the community. A Major Institution, by nature of its function and size, dominates and has the potential to change the character of the surrounding area and/or create significant negative impacts on the area. To qualify as a Major Institution, an institution must have a minimum site size of sixty thousand (60,000) square feet of which fifty thousand (50,000) square feet must be contiguous, and have a minimum gross floor area of three hundred thousand (300,000) square feet. The institution may be located in a single building or a group of buildings that includes facilities to conduct classes or related activities needed for the operation of the institution.”

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development standards components of the proposed master plan that call for more specific protections of the neighborhood and community interests. SMC 23.69.032.E.4 and 5.

The current proposal does not meet these requirements for approval and the Draft MIMP is incomplete and inadequate. The information provided about how Swedish will address and contribute positively to human development issues in the community is woefully inadequate. DPD needs to look closely at whether Swedish will commit to truly pursuing its public benefit mission as it expands. Significant negative impacts to the surrounding neighborhoods and community have not been adequately mitigated. The benefits to Swedish are extraordinarily high while the impacts to the local community are significant and adverse - the proposal is completely out of balance.

a. The goals and policies of the Human Development Element

In the Director's report, an assessment must be made of the extent to which Swedish Cherry Hill, with its proposed development and changes, will address the goals and applicable policies under Education and Employability and Health in the Human Development Element of the Comprehensive Plan. SMC 23.69.032.E.3.

The vision statement of the Human Development Element is:

The City of Seattle invests in people so that all families and individuals can meet their basic needs, share in our economic prosperity, and participate in building a safe, healthy, educated, just, and caring community.

Seattle's Comprehensive Plan at 9.3. There are 37 goals and policies that follow that vision statement. These goals and policies are broken down into four groups: Building Supportive Relationships within Families Neighborhoods & Communities, Food to Eat & a Roof Overhead; the Education & Job Skills to Lead an Independent Life; and Effective Disease Prevention, Access to Health Care, Physical & Mental Fitness for Everyone. SMC 23.69.032.E.3 focuses the assessment on the Education and Employability and Health sections of that element.

The Draft MIMP includes an "Appendix C," which is titled "Consistency with City's Comprehensive Plan Goals and Policies." The table in Appendix C analyzes only nine goals and policies from the Human Development Element section. This assessment is woefully inadequate.

I have attached a table to this letter as Appendix I. That table contains Washington CAN's detailed assessment of the goals and applicable policies in the Human Development Element and describes the extent to which the Draft MIMP fails to adequately address each one of those goals and policies. Overall, there are two predominant problems with the Draft MIMP's assessment: (1) the content of the analysis is so vague that it is largely meaningless and (2) the analysis refers only to past and current activities - *i.e.*, actions that are already occurring with the existing sized facility and that will occur even if the MIMP is denied. The assessment that is required by SMC 23.69.032.E.3 must assess *future* concrete, specific actions that will accompany the expansion for *future* consistency with these policies and goals.

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3. Discussion of the Comprehensive Plans and Policies is found in the DEIS Section 3.3.4.1 City of Seattle Comprehensive Plan, pages 3.3-25 through 3.3-56 of the Draft EIS. SMC 23.69.032.E.3 requires: "*In the Director's Report, an assessment shall be made of the extent to which the Major Institution, with its proposed development and changes, will address the goals and applicable policies under Education and Employability and Health in the Human Development Element of the Comprehensive Plan.*" Consistency with the Human Development Element is found on pages 3.3-48 through 3.3-51.

In addition, the assessment only addresses nine goals and/or policies while there are many more than that in the Comprehensive Plan. It is unclear why Appendix C only analyzes certain hand-picked goals and policies and omits others. In the Human Development Goals and Policies section of the Comprehensive Plan, there are at least 15 goals and policies in the Human Development Element section that speak to Education and Employability and Health.¹

In the end, the Draft MIMP does not come even close to addressing this requirement adequately, nor does it propose meaningful, concrete actions that it will take associated with its expansion and consistent with these policies.

b. The public purpose mission of Swedish/Providence

DPD is also required to consider the way in which the proposed development will serve the public purpose mission of Swedish. SMC 23.69.032.E.2. When considering this component of the decision, DPD should be aware that since Providence Health & Services acquired Swedish in 2012, it changed the local hospital that we know and trust into part of a big chain. Since then, it has appeared that a desire for profit has taken precedence over the desire to further the public purpose mission of the institution. Any approval of an expansion should be accompanied by commitments that ensure that, in the future, Swedish/Providence will be responsive and accountable to the community, patients, and workers as is called for in its public purpose mission.

The DEIS states that the mission of Swedish Cherry Hill is to promote the diversity of the community as a non-profit community medical center that actively provides services to people of all economic means while promoting the institution as a leader in research and medical care. DEIS at 3.3-27. On its website, Swedish describes its non-profit mission as being to “[I]mprove the health and well-being of each person” it serves. Swedish also states that “as a nonprofit health-care provider, Swedish takes seriously our responsibility to provide access to the services, expertise and facilities needed by our communities.”²

When Providence took over Swedish, the organization began cutting its frontline staffing leaving fewer staff on the floor. With fewer staff, the patient care has suffered. Providence has also made health care less affordable for its own workers. Their own employees have healthcare bills that are beyond what they can afford. They receive calls from collectors demanding payment to Swedish/Providence. Since it has become part of Providence, the Swedish commitment to patient care has not been the same. The decisions that Providence have made reflect a desire to put profit ahead of its public purpose mission. Expansion in the name of even greater profit should be accompanied by commitments that ensure that Swedish/Providence is responsive and accountable to the community, patients and workers.

¹ If Swedish omitted the remaining six goals and policies because it believes that those goals or policies are inapplicable, that should have been explicitly stated in the table.

² Both statements from Swedish’s Mission & Outreach page, accessed June 29, 2014: <http://www.swedish.org/about/overview/mission-outreach>

4. Your comments regarding Swedish becoming part of Providence and financial effects are noted.

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It is also important to recognize that Swedish has enormous capacity to increase the amount of charity care that it provides. While Swedish touts its estimated cost of charity care (\$37.2 million in 2013) and total community benefits (\$143 million in 2013) in the draft MIMP and DEIS, it fails to note either its own or its parent's total, operating and net revenues. It also fails to note what is specifically attributable to the Cherry Hill campus. A quick review of the financial numbers makes it clear that this non-profit healthcare provider can afford to do more for its communities. For the most recent year available for all three entities, 2012, these are the numbers:

| | Net Patient Service Revenue³ | Total Profit | Charity Care⁴ |
|--------------------------------------|--|---------------------|---------------------------------|
| Swedish- Cherry Hill ⁵ | \$349m | \$39m | \$6.6m |
| Swedish Health Services ⁶ | \$1.8b | \$330m | \$35.5m |
| Providence ⁷ | \$8.7b | \$411m | \$272m |

More recent financial results are available for Providence, including a total annual profit of \$253 million, bringing its 2011-2013 total profit to over \$1 billion.⁸ As of a few months ago, Providence was still holding onto over \$5 billion in unrestricted cash.⁹

The following complaints, which have recently been made about Swedish/Providence, should be addressed:

- Charity care is not well-advertised or offered during admission. Patients have to ask for information about it. Allegedly, posters are no longer clearly posted in the lobby areas.
- The application process is too complicated, requiring paperwork and documentation that the average person does not have readily available. This discourages people from seeking care at Swedish – some of them go to Harborview instead because the application is simpler.

³ In line with current accounting standards, bad debt expense is subtracted from NPSR as reported by the campus and by Providence.

⁴ Charity care is reported at gross charges to the WA Department of Health, and adjusted here for Cherry Hill using the standard cost-to-charge ratio. Numbers for Swedish Health Services and Providence were already adjusted.

⁵ Source: 2012 annual report submitted to the WA Department of Health.

⁶ Source: Providence Health & Systems 2012 audited financial statements.

⁷ Source: Providence Health & Systems 2012 audited financial statements. The total profit number, \$411 million, does not include contributions from the Swedish and Fahey affiliations.

⁸ \$362 million in 2011, \$411 million in 2012, and \$253 million in 2013.

⁹ Providence 1st quarter 2014 financial report.

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Cont.

- The income requirements of 400 percent of the federal poverty line are too limiting for many people. Families and individuals making more than the maximum allowed income to qualify are often times struggling pay medical bills.
- The length of time a patient is covered by charity care is too limited. Patients tell stories of years past where one complex application and approval would last for 6 months, but now it is only valid for one month, then people have to update/re-apply. This further discourages people from seeking charity care at Swedish.
- Charity care provided by Swedish does not cover services provided by contractors, even though the services are rendered on the campus.
- The amount of time patients are given to fill out charity care applications is too short, especially given the amount of documentation required and the fact that people are often not in good health during this process.
- Patients' applications have been lost, with no communication from Swedish before finding out that their bills have been sent to collections agencies. Swedish has even sent its own employees to collections over unpaid medical bills.

Overall, DPD should engage in a critical and thoughtful analysis of whether Swedish/Providence will indeed serve the public purpose mission of the institution. DPD should require that the expansion be accompanied by specific, concrete, future commitments to ensure that Providence/Swedish provides meaningful charity care and is responsive and accountable to the local community and its patients and workers.

c. Adverse impacts and the livability and vitality of adjacent neighborhoods

Before a MIMP can be approved, all adverse impacts associated with development must be minimized and the livability and vitality of adjacent neighborhoods must be protected. See SMC 23.69.002; SMC 23.69.032.E.2. DPD must consider the extent to which the growth and change will significantly harm the livability and vitality of the surrounding neighborhood. *Id.*

The height, bulk and size of the proposal that is currently proposed by Swedish is outrageously out of balance with the height, bulk and size of existing and allowed uses in the surrounding neighborhood. Swedish is requesting a right to tower over the rest of the neighborhood with buildings as high as 240 feet. That is *210 feet* above the 30 foot limit that is allowed by the underlying zoning on the project site and that is allowed in the great majority of the surrounding neighborhoods. That is more than twice as high as the current limit for Swedish allowed by the MIO.

Like the height, the proposed lot coverage gives us yet another outrageous discrepancy between the underlying zoning and the uses in the surrounding area. The minimum lot requirements for the underlying Single Family zone call for a maximum lot coverage of 35% of the lot area. SMC 23.44.010. Swedish is proposing a maximum lot coverage of 76%. That goes too far.

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5. See response to Comment 2 above regarding finding a reasonable balance.
6. The existing MIO allows heights of 105 feet on the center campus, 65 feet on the west block and 37 feet on the east half-block. Swedish has proposed new Alternatives 11 and 12 in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
7. The underlying zoning of the center block of the campus and the north half of the east block is lowrise 3 (LR3). The underlying zoning of the south half of the east block and the half-block on the east side of 18th Avenue is single-family SF-5000. There are no minimum lot coverage requirements for LR3; lot coverage is LR3 is controlled by setbacks and building separations.

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Swedish also proposes smaller setbacks than those required by the underlying zoning. Every lot in the single family zone generally requires a 20 foot front yard setback and a 25 foot rear yard setback and these requirements apply to institutions in SF zones. SMC 23.44.014; SMC 23.44.022. In addition, institutions in the SF zone must have a side yard setback of 10 feet. *Id.* In the Draft MIMP, Swedish claims that “Front setbacks would vary by street and range from 5’ to 20’ at ground level and from 10’ to 80’ at upper levels.” When you look closely at the details, however, it is evident that there are certain areas where the setback will be 0’ at ground level. You also see that the 20’ setback proposed at ground level is a tiny area in proportion to the enormous project. The majority of ground level setbacks are 5 feet, with some at 0 feet and others at 10 feet.

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On top of this the draft MIMP proposes that the underlying development standards be modified to change the single-family zone requirements for garage setbacks and entrance routes and allow for unmodulated façade with maximum of 150 feet -- more changes that go against the code and that add to the impacts caused by the height, bulk, and scale of the project.

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The proposal goes far beyond appropriate growth of this institution and the enormous height, lot coverage and setback disparities will have adverse aesthetic and land use impacts to the surrounding neighborhoods. There is no balance with this proposal – it is all about what Swedish desires and will significantly harm the livability and vitality of the surrounding neighborhood. It goes too far against the neighborhood and too much in favor of Swedish. This conclusion is supported repeatedly in the DEIS where it concludes that the Swedish Cherry proposal’s height, bulk and scale is inconsistent with many of the goals and policies in the Comprehensive Plan. *See* DEIS at 3.3-28; 30; 34; 36; and 38.

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One particularly vexing statement that finds its way repeatedly into both the Draft MIMP and the DEIS, is the characterization of the setbacks as “mitigation.” I address the DEIS in my comments below, but the Draft MIMP takes the position that these “setbacks are proposed to provide an appropriate pedestrian scale and transition to the surrounding neighborhood,” and it claims that the setbacks are proposed as “mitigation” or as a benefit to the neighborhood. Draft MIMP at 31 and 55. This is nonsense. These setbacks are a violation of the underlying zone’s development standards – Swedish is requesting approval to violate the setback requirements so it can expand. The decreased setbacks will not mitigate impacts and they do not benefit the neighborhood - they *cause* the impacts.

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The proposal does not come close to meeting the requirements associated with Open Space for MIMP approval. As the Draft MIMP states, the Seattle code defines designated Open Space as Open Space within the MIO District that is significant and serves as a focal point for users of the Institution. There is practically no new open space proposed with the development. The only open space proposed with Alternative 8 that is new is a pocket park along Cherry Street. The only open space proposed with Alternatives 9 and 10 are the pocket park(s) along Cherry Street and a landscaped courtyard between the Annex and James Tower. Swedish needs a new design with a credible proposal for open space.

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8. Swedish is proposing a 25-foot setback in Alternatives 11 and 12 for the portion of the campus that abuts the rear yards of single-family zoned properties on the block along the east side of 18th Avenue, and an additional five-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height in Alternative 12.
9. SMC 23.69.030 Contents of a master plan, C.2. states that the development standards component of a master plan shall include: “2. *If modifications to the underlying zone development standards are proposed, the proposed modifications and reasons for the proposed modifications or for special standards tailored to the specific institution;*” This is a process allowed by the Land Use Code, and the Director’s Report will include a recommendation as to whether to approve, modify, or deny the requested modifications.
10. See response to Comment 2.
11. Proposed setbacks are not a violation of underlying development standards. It is common to use ground level setbacks, upper level setbacks, façade modulation, landscaping, and other means to mitigate the impacts of height, bulk and scale.
12. See Master Plan for proposed open space.

d. The Transportation Management Plan is inadequate

The Transportation Management Program (TMP) must satisfy the requirements of section 23.54.016 and shall include a description of the Major Institution's impact on traffic and parking in the area. SMC 23.69.030.F. The TMP must provide information about specific institutional programs to reduce traffic impacts and to encourage the use of public transit, carpools, and other alternatives to single-occupant vehicles.

The most striking feature of the TMP in the Draft MIMP is its weakness regarding Transportation Demand Management. Swedish Cherry Hill falls well short of its Seattle peers in the drive alone rate now, and plans only marginal improvements. Basically, its current TMP isn't very aggressive so the campus has a high SOV rate (57%) compared to Seattle Children's (mid-30's with a goal of 30%) Fred Hutch (41%) and Virginia Mason (27%). Neither Seattle Children's nor Fred Hutch have much more public transit service than Cherry Hill, but they work very hard to encourage alternative modes and have been quite successful in their efforts. Swedish's MIMP sets a goal of 50% SOV, not very ambitious given its location. By contrast, neighboring Seattle University achieved an SOV rate for faculty/staff of 39% back in 2007. Achieving a more suitably ambitious goal would result in less traffic growth and less parking on the campus.

Alternatives 8, 9 and 10 have very similar transportation consequences. No significant differences occur between them. With all three, campus traffic would roughly double. This requires a more aggressive TMP. Improving the TMP may even reduce the number of intersections that fall to LOS F by 2040 due to the Swedish expansion.

The proposed TMP provides only vague suggestions with inadequate detail. The Plan simply proposes various pilot programs. There is no specific detail on how the proposal can achieve better performance than the tepid 50% goal.

While the plan points to "evaluating parking rates" and to "potential adjustments in parking policies" it fails to detail the discrepancies in parking pricing now and set a clearer course for the future:

- Swedish garages charge \$5.00 for 30 minutes and \$7.50 for 0.5-2.0 hours, while the few blocks of paid on-street parking charge \$1.50 per hour, and most of the neighborhood offers free 2-hour parking.
- Employee rates are not identified except by reference to the current policy of charging at least the price of a one-zone peak transit pass which is \$90/month. DPD's Director's Rule 10-2012 for TMPs highly recommends that parking rates be set at market levels for the project's area, not tied to transit passes. The TMP should be revised accordingly.
- The analysis estimates that about one-third of peak parking demand or about 318 vehicles parks in the neighborhood. It is not clear what share of the on-street supply that spillover represents. The vagueness of the TMP is that it only points to a procedure to reduce that amount without committing to any particular result.

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13. The Major Institution Master Plan (MIMP) and the Final EIS comply with Seattle Municipal Code (SMC) 23.54.016 and 23.69.030.F. The documents present the proposed elements of the TMP currently being considered by Swedish and Sabey. A key element of the TMP is the Integrated Transportation Board (ITB) which has already been formed and is meeting on a regular basis to evaluate pilot programs identified in the TMP.
14. The analysis contained in the DEIS and Final EIS evaluated the transportation impacts assuming the campus achieved a 50 percent SOV rate, consistent with the current TMP goal. The Final EIS includes a sensitivity analysis (see Final EIS section 3.7.4.4) that considers the impacts associated with achieving a more aggressive goal of a 38 percent SOV rate on campus. The sensitivity analysis included in the Final EIS examines the transportation and parking impacts within the immediate vicinity of the campus as well as impacts to primary corridors such as Cherry and James Streets.
15. The sensitivity analysis shows the reduction in traffic volumes would result in minimal improvements to the study intersection operations. A reduction in the SOV rate would not change the number of locations operating at LOS F by 2040 under the Build Alternative during the weekday PM peak hour and would only improve one location operating at LOS F during the weekday AM peak hour. Improvements in LOS in the vicinity of the campus would be achieved through the proposed traffic signals to mitigate impacts at 16th Avenue/E Cherry Street and 14th Avenue/E Jefferson Street intersections.
16. The TMP identified the creation of an Integrated Transportation Board that includes representatives from the City as well as representatives from companies on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.
17. The transportation impacts and mitigation, including the enhanced TMP, are presented in the Final EIS.

e. Adverse traffic and transportation impacts

It is evident from the Draft MIMP and the DEIS that the traffic and transportation generated by the Swedish Cherry Hill expansion will cause significant adverse impacts to the surrounding community. Alternatives 8, 9 and 10 have very similar transportation consequences – there are no significant differences between them. A full build-out of the Master Plan will result in 3.1 million square feet of development, which will nearly triple the campus size. This will cause the current traffic numbers to nearly double. The livability and vitality of adjacent neighborhoods will be severely compromised by this enormous increase in traffic in the area.

The traffic impacts have not been adequately minimized. This proposal cannot be approved under the MIMP criteria unless DPD requires that Swedish significantly decrease the size, bulk and scale of its proposal, which will in turn minimize the traffic and transportation impacts.

f. The DEIS does not provide any analysis of the MIMP criteria

There is a difference between the analysis that DPD must do for approval of the MIMP and the analysis that is contained in the DEIS. The DEIS explicitly states “it is not the function of the DEIS to assess and apply the criteria for review and approval of master plans that is contained in SMC 23.69, SMC 23.34.124, and SMC 23.34.008.” DEIS at 3.3-6. The DEIS states that to balance the needs of the institution to grow and change within the neighborhood, the MIMP must specify how the new development will minimize impacts on the surrounding neighborhood. DEIS at 3-3.9. But the draft MIMP falls short of providing any analysis or information on this requirement. *See, e.g.*, DEIS 3.3-14; DEIS 3.3-27; and DEIS 3.3-67.

This analysis should have been included in the DEIS as part of its analysis of consistency with the Major Institution goals and policies LUG32 through LU34. Either way, however, because the SEPA responsible official chose to avoid doing any analysis of the proposals’ consistency with the criteria for review and approval of master plans that is contained in SMC 23.69, SMC 23.34.124, and SMC 23.34.008, the conclusions and mitigation proposed in the DEIS are not the end of the story. For that reason, we anticipate that DPD’s analysis and decision about the impacts and mitigation necessary for the project will go above and beyond that in the DEIS.

A good example to illustrate this point can be found in the DEIS’ analysis of land use impacts. *See* DEIS at 3.3-1 – 3.3-69. The DEIS analysis of land use impacts is based on the SEPA land use policies that are set forth SMC 25.05.675.J.2.a. The SEPA land use policy is to ensure that proposed uses and development projects are “*reasonably compatible* with surrounding uses” and are consistent with any applicable land use regulations or goals and policies set forth in the Comprehensive Plan. SMC 25.05.675.J.2.a (emphasis supplied). The question of whether a proposal is “*reasonably compatible* with surrounding uses” is an entirely different standard than that spelled out in the criteria for approval of the MIMP. Approval of the MIMP is not allowed unless the residential character of the neighborhood is protected and adverse impacts to the surrounding community are minimized. SMC 23.69.032.E.2; SMC 23.69.002. There must be a balance of the public benefits of the development with the need to maintain livability and vitality of adjacent neighborhoods. *Id.* DPD must assess how the proposal will address and contribute positively to human development issues in the community. SMC 23.69.032.E.3. There are also a

18. See response to Comment 17.

19. Your comments regarding the Draft MIMP are noted.

20. The requirements for the contents of the DPD Director’s Report are found in SMC 23.69.032.E.

21. See response to Comment 2.

18 22. SMC 23.69.032.E requires that: “*an assessment shall be made of the extent to which the Major Institution, with its proposed development and changes, will address the goals and applicable policies under Education and Employability and Health in the Human Development Element of the Comprehensive Plan.*” As noted in the City Council’s approval of the Seattle Children’s MIMP (Ordinance 123263) Conclusion 28: “The City’s Land Use Code (SMC Title 23) and substantive SEPA Policies (SMC 25.05) authorize reference to the City’s Comprehensive Plan as a basis for review of a proposed MIMP only with respect to specific Comprehensive Plan policies identified in these ordinances.” No other policies other than those referenced above in the Human Development Element are identified in SMC 23.69.032.

number of requirements specific to the development program and development standards components of the proposed master plan that call for more specific protections of the neighborhood and community interests. SMC 23.69.032.E.4 and 5. The DEIS did not assess these criteria. Therefore, we anticipate that the MIMP review will result in different analysis, conclusions, and mitigation than what we have seen in the DEIS.

2. Comments on the Swedish Cherry Hill Draft EIS

My comments on the DEIS focus primarily on the DEIS review of the land use, aesthetic (height, bulk, and scale), human development, and transportation impacts of the proposal.

a. Section 3.3: Land Use Impacts

The City's relevant SEPA land use policy is to ensure that the Swedish Cherry Hill expansion is consistent with the goals and policies set forth in Section B of the Land Use Element of the Seattle Comprehensive Plan and the Land Use Element of the Comprehensive Plan for the area. SMC 25.05.675.J.2.a. DPD may condition or deny the project to mitigate adverse land use impacts resulting from the Swedish proposal to achieve consistency with the land use regulations and the applicable Comprehensive Plan provisions.¹⁰ SMC 25.05.675.J.2.b. *See also* WAC 197-11-660. With that context in mind, I provide comments below on each subsection regarding land use impacts of the proposal.

i. **Section 3.3.2.2: Land Use Regulations**

As mentioned above in my comments on the Draft MIMP, the DEIS repeatedly avoids including any analysis of the criteria for approval of a MIMP. DEIS at 3.3-5; 3.3-14; DEIS 3.3-27; DEIS 3.3-38-39; DEIS 3.3-67. But the criteria for approval are not only in the code – those same criteria are expressed in policies set forth in the Major Institutions section of Seattle's Comprehensive Plan. Instead, the DEIS avoided doing even this analysis and deferred again to DPD. See DEIS 3.3-38-39. The DEIS should have analyzed these criteria when it reviewed the consistency of the proposal with the Comprehensive Plan policies.

ii. **Section 3.3.3.1: Land Use**

In its discussion describing the land use of the proposal, the DEIS states "Swedish has stated that it proposes to continue to serve as a community resource providing wellness education programs, meeting spaces, and other community outreach." DEIS 3.3-19. Without more detail, this is a vague and meaningless statement. If wellness education programs, meeting spaces, or "other community outreach" is proposed as a benefit of the proposal or as mitigation for impacts of the proposal, then the decision-makers and the public need far more concrete and detailed

¹⁰ On pages 3.3-25 to 26, the DEIS leaves the reader with the impression that the goals and policies of the Comprehensive Plan have no regulatory effect on the Swedish Cherry Hill proposal. The reader should be reminded that the SEPA policies explicitly state that DPD may condition or deny the project to mitigate adverse land use impacts resulting from the Swedish proposal to achieve consistency with applicable Comprehensive Plan provisions. SMC 25.05.675.J.2.b. Therefore, the goals and policies, to a large extent, do have a regulatory effect on this proposal.

23. See response to Comment 21.

24. See Master Plan.

25. See response to Comment 23.

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information. Swedish should articulate specifically what it plans to offer that is new and different to add benefit to the community and/or mitigate the impacts of its expansion.

iii. Section 3.3.4: Relationship to Adopted Land Use Plans, Policies and Regulations

The DEIS concludes that the Swedish Cherry Hill proposal is inconsistent with many policies in the Comprehensive Plan. *See* DEIS at 3.3-28; 30; 34; 36; and 38. DPD should use its substantive authority to condition or deny the project to mitigate the adverse land use impacts to achieve consistency with these provisions. SMC 25.05.675.J.2.b. *See also* WAC 197-11-660. Specifically, DPD should require significant changes to minimize the height, bulk, and scale of the proposal.

With respect to the Urban Villages Element of the Comprehensive Plan, the DEIS concludes that the proposal is inconsistent with UV-38. UV-38 speaks to the intent to focus new development primarily in areas that are identified as receptors for increased growth in accordance with the City's land use map and neighborhood plans. As the authors of the DEIS concluded, the development proposed is not multi-family, commercial, or industrial, "nor is it comparable in scale to the general intensity of development in the surrounding area." Because the proposed 1.9 million gross square feet (or 1.55 million for Alternatives 9 or 10) would occur outside any urban center or village, the authors of the DEIS correctly concluded that the Draft MIMP is inconsistent with this policy. DEIS at 3.3-28.

UVG-37 states that the City will allow limited amounts of development in areas of the City outside of urban centers and villages to maintain the general intensity of development that already characterizes these areas and to promote the targeted level of growth in village and center locations. The DEIS concludes that the proposed draft MIMP represents an intensification of development that does not appear to constitute a "limited amount of development" and would, therefore, be inconsistent with this goal. DEIS 3.3-30.

The DEIS also concludes that the proposal is inconsistent with goals LUG-8 and LUG-9 because it does not provide any permanent housing and would contrast with the character of adjacent single-family areas.

LU-179 allows modification of regulations in the underlying zone by overlay districts, but only subject to strict limitations on establishing greater densities in single-family areas. As the DEIS correctly points out, there would be an increase in density on the existing campus and as a portion of the underlying zone of the existing campus is single-family, increased density on the hospital portion of the campus should be characterized as inconsistent with this policy. DEIS 3.3-36.

The DEIS also concludes that the proposal is inconsistent with LUG-35, which states that the City should promote the integration of institutional development with the function and character of surrounding communities in the overall planning for urban centers. The DEIS concludes that the scale of both the existing and proposed buildings is more intense than the surrounding neighborhood character and that aspect of the proposal is inconsistent with the goal. DEIS 3.3-38.

26. See response to Comment 23.

27. See response to Comment 23.

28. See response to Comment 2 and 23.

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Again, as stated above, DPD should use its substantive authority to deny or mitigate the proposal so that it is consistent with these regulations. Mitigation of the adverse impacts requires minimizing the height, bulk, size and intensity of the proposal.

In section 3.3.4, the DEIS contains several inadequacies in its analysis and conclusions. For example, LU-78 states that the goal in a multi-family residential area is to limit the number and type of non-residential units permitted in multi-family residential areas to protect these areas from negative impacts of incompatible uses. The DEIS refers to the MIMP process, apparently relying on DPD to ensure that the proposal is consistent with this policy through the MIMP process. The DEIS incorrectly states that the Draft MIMP has identified mitigation that address the impacts caused by the increase in the scale and intensity of development on the existing campus. DEIS 3.3-35. The Draft MIMP does not identify any such mitigation.

The DEIS repeatedly states that landscape setbacks are proposed to provide transitions along the edges of campus from the proposed higher major institutional buildings to residential or commercial uses on facing streets or facing properties as if this is mitigation. *See, e.g.*, DEIS 3.3-33; DEIS 3.3-27; and DEIS 3.3-42. As mentioned above, it is baffling and extraordinarily misleading for the DEIS to state that the proposed setbacks are themselves mitigation. The setbacks violate the underlying development standards. The proposed setbacks cause the adverse impacts. Mitigation should be proposed to make up for the adverse impacts caused by the setbacks – it is not appropriate to characterize these setbacks as mitigation themselves. The setbacks can by no means be characterized or treated as mitigation for impacts.

Another example of inadequate analysis and conclusions can be found in the discussion of the Major Institution Goals and Policies. *See* DEIS 3.3-37-47. For example, LUG-32 states that the City should maximize the public benefits of major institutions, including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion. The DEIS does not analyze the consistency of the proposal with this goal. The DEIS should include a more meaningful discussion of this. The DEIS also states incorrectly that the Draft MIMP discusses mitigation measures for each element of the environment intended to minimize the adverse impacts associated with the development. The Draft MIMP contains no such discussion.

LUG-34 states that a goal is to balance each major institution's ability to change and the public benefit derived from the change with a need to protect the livability of and vitality of adjacent neighborhoods in the DEIS. The DEIS conclusion on this is remarkably vague and inadequate. The DEIS recites that "Swedish Hospital has stated that its intent in requesting a new MIMP is to provide the Medical Center with the ability to continue to change and provide services valued by the public." The DEIS makes no mention whatsoever of what the public benefit will be from this expansion. DPD should not simply assume that there will be a public benefit – actual evidence and analysis should accompany this review.

LU-182 requires that the City establish major institution overlays (MIO) to permit appropriate institutional development within boundaries while minimizing the adverse impacts associated with development and geographic expansion. It requires a balance of the public benefits of growth and change from major institutions with a need to maintain the livability and vitality of

29. See response to Comment 11.

30. The Master Plan includes proposed setbacks, landscaping, open space and other design features proposed to reduce the effects of height, bulk and scale.

31. The Land Use section of the Seattle Comprehensive Plan, in subsection C Location-Specific Land Use Policies, sets out the policy foundation to guide how the City adjusts its regulations to response to unique environments, particularly those created by major institutions. LUG32 acknowledges the "*public benefits of major institutions, including health care and educational services.*"

32. See response to Comment 2.

33. See response to Comment 21.

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adjacent neighborhoods. The response to LU-182 provided by the DEIS is “as part of the review by DPD, the Hearing Examiner, and, ultimately, the decision by City Council will have to balance the public benefits with the proposed needs of the growing institution with the need to maintain the livability and vitality of adjacent neighborhoods.” This is inadequate. The DEIS should have conducted an analysis of whether the proposal is consistent with this policy.

LU-183 requires that the City allow modifications to the underlying zone provisions in order to allow major institutions to thrive while ensuring that impacts of development on the surrounding neighborhood are satisfactorily mitigated. In response to LU-183, the DEIS states that the draft MIMP and the draft EIS contain a number of design features and mitigation measures intended to mitigate the impacts of development on the surrounding neighborhood. The Draft MIMP does not contain any meaningful mitigation for the proposal. The proposed measures for mitigation in the DEIS include requiring Swedish to comply with the setback requirements for underlying zoning and reducing the height. Additional mitigation that should have been mentioned in the DEIS, but was not, includes decreasing lot coverage. DPD should use its substantive authority to apply this mitigation to the proposal.

LU-204 states that, in considering rezones, the objective shall be to achieve a better relationship between residential, commercial, or industrial uses and the major institution uses, and to reduce or eliminate major land use conflicts in the area. The DEIS analysis of this policy is inadequate. The authors simply state that the City Council will make the rezone decision and it provides no analysis, disclosure, or mention of whether the proposed rezone will achieve a better relationship between the existing uses or reduce or eliminate major land use conflicts in the area. DEIS 3.3-47.

Our analysis and critique of the Draft MIMP’s consistency with Seattle’s Comprehensive Plan Human Development policies and goals related to education and healthcare is equally applicable to the analysis in the DEIS. The portions of the DEIS that address this issue (DEIS 3.3-48 through 3.3-51) is wholly inadequate. Like the Draft MIMP, the DEIS reveals a lack of information about 1) what exactly the Cherry Hill campus does for its neighborhood, and 2) how exactly the Cherry Hill expansion will continue and enhance that work.

In the discussion of the Vision Statement in the Human Development element, Swedish’s stated mission to improve the health and well-being of people, including an aging population and a growing population should be considered in the larger geographical context of which Swedish cites data. The Seattle metropolitan area is indeed projected to gain population; however, Swedish could grow at other locations, including South Seattle and South King County, rather than building out a campus in a small, residential neighborhood. In addition, I incorporate here my comments above regarding a need for analysis of whether Swedish/Providence will indeed serve the public purpose mission of the institution.

There is no discussion in the DEIS whatsoever of the following goals and policies: HDG 3.5; HD 11.1 through 13.7; HDG 5; HD 14 through 18; HD 22.5; and HD 25. The DEIS should have included an analysis of these goals and policies.

Regarding HDG 3, the responsible official should collect detail on how the expansion at Cherry Hill will specifically address this HDG with programs, clinics and outreach to low-income

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34. Institutional uses in Seattle are allowed in residential zones, and institutional use is considered a compatible land use. Height, bulk and scale impacts are considered separately from land use.

35. See response to Comment 32.

36. See response to Comment 32, and Sections C.11 and C.12 of the Master Plan.

37. The applicable policies of the Comprehensive Plan have been included in the EIS. See Section 3.3.4.1.

38. The goal of HDG3 is to “*Strive to alleviate the impacts of poverty, low income and conditions that make people, especially children and older adults, vulnerable.*” A discussion is included in the EIS (page 3.3-48 of the DEIS, of Swedish’s programs to address these needs.

39. Your comment regarding coordination of health care is noted.

people in the neighborhood. Swedish should also address the concerns of neighbors who have complained that the process to receive financial assistance is not well-advertised and is very cumbersome. These two challenges, in addition to their applications being lost, have led to patients' bills being sent to collections and all of the related negative consequences on their well-being, financial stability and future, and likelihood to return to Swedish for care.

Regarding HD 11, Swedish Cherry Hill's provision of healthcare to patients of all ages and economic status does not address how/if it coordinates service delivery. The DEIS should discuss whether Swedish plans to promote access to healthcare, and specifically charity care, by collaborating with neighborhood organizations (such as Casa Latina and Entre Hermanos) and schools.

Regarding HDG 4 and 4.5, Swedish misrepresents what classes and resources are available at the Cherry Hill campus. For example, there is no Cancer Education Center at Cherry Hill, and the Diabetes Education Center is at First Hill, with only one less-than-monthly diabetes cooking class offered at Cherry Hill in the first half of 2014.¹¹

Regarding HD 19, while Swedish's work on research and medical education is commendable, it is not clear that this addresses the goal of life-long learning opportunities for community members. Other health and wellness classes could meet this goal if in fact they are offered at Cherry Hill.

Regarding HD 20, again, Swedish does not explicitly state how it works with schools and other educational institutions (etc.) "to develop strong linkages between education and training programs." For example, there are several RN programs at Seattle Community Colleges - Swedish Cherry Hill could partner with them to recruit nursing residents, maybe even some from the neighborhood.

Regarding HDG 6, Swedish must specify either charity care and community benefits provided by the Cherry Hill campus and/or charity care received by residents of the neighboring zip codes and community benefits offered to neighbors and nearby community organizations. System-wide data is inadequate.

Swedish should also disclose data about patients that it has sent to collections for medical debt and detail a plan to address the ongoing challenges that some patients may face in paying for medical care.

Regarding HD 21, the Draft MIMP fails to address how increased traffic might impact pedestrians and bicyclists.

Regarding HD 22, Swedish should directly assess how the Cherry Hill expansion will enhance existing outreach and programs to the surrounding community.

¹¹ See here for Cancer Education: <http://www.swedish.org/services/cancer-institute/patient-support-resources/cancer-education-center>. See here for the January-June 2014 Diabetes calendar: <http://www.swedish.org/media-files/documents/diabetes/diab-09-09168-diabetes-calendar-jan-june-2014-fina.aspx>

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40. Information in the DEIS was obtained independently from Swedish based on information available on Swedish websites at the time of writing the DEIS.

41. Your comment on education is noted.

42. Your comments on potential partnerships are noted.

43. Information on uncompensated care is provided in the DEIS. The Land Use Code does not require that it be provided on a zip code basis.

44. See response to Comment 44.

45. The affects of increased traffic on pedestrians and bicyclists are described in Section 3.7.3 of the EIS.

46. The Master Plan includes information on outreach and programs available to the surrounding community.

47. Policy HD23 is to: "*Work to reduce environmental threats and hazards to health in the workplace, at home and at play.*" There are three subsections, all specific to City actions, including: a. using codes, licenses, regulations and permit processes for fire and life safety protection; b. collaboration among City agencies to address health and safety issues more efficiently; and c. preparing land use plans in ways to support development and design that promote physical activities, use safe materials, and protect water and air quality. As noted above, these are specific to City actions, not to individual projects.

Regarding HD 23, the DEIS omits part c, which relates to development that promotes physical activities. The DEIS should include a discussion on this.

Regarding HD 24, the DEIS should directly and specifically assess how the Cherry Hill expansion will enhance/increase existing programs and services for the neighborhood.

b. Section 3.4.1: Height, Bulk and Scale

The Height, Bulk and Scale analysis in the DEIS focusses on height and bulk and does not include a discussion of impacts caused by decreased setbacks proposed by the different alternatives. The conclusions in the Height, Bulk and Scale analysis is incorrect in several cases. For example, the DEIS concludes in some places that there are negligible or minor impacts at certain viewpoints despite that the pictures show quite a different story.

In addition, with all 12 viewpoints shown, the light blue and yellow color is so close to the color of the sky that it creates a misleading image of the impact. In reality, the buildings will be more visually intrusive than they appear in these simulations.

The pictures are accompanied by text that, for the most part, is missing any meaningful discussion of actual impacts. The DEIS analysis does not discuss the extent of impacts from Viewpoints 1 and 4 for any of the alternatives. Nor does it discuss the extent of impacts from most of the Viewpoints for Alternatives 9 and 10. The conclusions about the significance of the impacts are found on 3.4-47, where the DEIS concludes that under Alternatives 8, 9, and 10, development on the existing campus would intensify, resulting in greater height, bulk, and scale as compared to existing development on campus. The DEIS concludes that the height, bulk, and scale of Alternatives 8, 9, and 10 adjacent to the single-family residential block between 18th and 19th Avenues (Viewpoints 5, 7, and 8) would be a significant adverse impact. (It incorrectly characterizes this as an “unavoidable” impact, which I address below). The DEIS also concludes that: Viewpoint 3, Alternative 8; Viewpoint 5, Alternatives 8 and 9; Viewpoint 7, All Build Alternatives; and Viewpoint 11, All Build Alternatives would cause significant adverse impacts.

The proposed measures for mitigation in the DEIS include requiring Swedish to comply with the setback requirements for underlying zoning and reducing the height of the buildings. Additional mitigation that should have been mentioned in the DEIS, but was not, includes decreasing lot coverage. DPD should use its substantive authority to apply all of this mitigation to the proposal so that the height, bulk, and scale of the proposal is significantly smaller than that proposed.

The DEIS mentions that Swedish has proposed building setbacks as one means of mitigating or lessening the proposed heights of buildings. As mentioned above, the setbacks proposed by Swedish cannot, by any means, be characterized as mitigation. They violate the underlying setback requirements – they cause the adverse impacts, they do not mitigate the impacts.

The DEIS concludes these significant impacts are “unavoidable.” This conclusion makes no sense. On its list of possible mitigation, the DEIS includes requiring Swedish to comply with the setback requirements for underlying zoning and reducing the height of the buildings. DPD can also use its substantive authority to require the setbacks to match those required in the underlying

48. Policy HD24 is to: “*See to improve the quality and equity of access to health care, including physical and mental health, emergency medical, and addition services.*” A discussion of consistency with this policy is included in the EIS (page 3.3-51 of the DEIS).

49. Your comments on the height, bulk and scale analyses are noted.

50. Your comments on the color used in the visual simulations is noted. The buildings have not been designed and there has been no decision made as to actual materials and finishes. As each building is designed, the Standing Advisory Committee would review the proposed materials.

51. Your comments on the discussion of impacts are noted.

52. Your comments on proposed mitigation measures are noted.

53. See response to Comment 11.

54. Unavoidable impacts are those impacts that cannot be mitigated.

55. The Final EIS includes an evaluation of the impacts assuming a lower SOV rate (38 percent) is achieved. The results of this analysis are contained in section 3.7.4.4, Mitigation Sensitivity Analysis. This sensitivity analysis included a review of vehicle, and parking related impacts associated with the lower SOV rate. The results of this analysis showed a decreased impact on congested corridors such as Cherry Street/James Street with respect to improved travel times and decreased average intersection delay.

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zoning. The height, bulk and size cannot possibly be characterized as causing “unavoidable” impacts when reducing the size, bulk and height is a readily available solution to reduce the impacts. These impacts are avoidable.

c. Traffic and Transportation Impacts

My comments above regarding the inadequacy of the Transportation Management Program (TMP) are also relevant to the DEIS analysis and are incorporated herein.

With respect to the impacts of the proposal, the DEIS confirms that the proposal will have significant adverse traffic impacts. The projected traffic volumes and impacts to intersection operations that are reported in sections 5.5, 5.6, 6.5 and 6.6 are significant. The DEIS concludes that all three alternatives would contribute to additional travel demand and congestion among arterial corridors including E. Cherry and E. Jefferson Streets. DEIS at C-114. The increased traffic will contribute to measurably poor performance of the transportation network, in terms of increased delays along several of the corridors at some specific intersections. *Id.* The increase in traffic and pedestrian and bicycle activity due to the development would result in more conflict points and increased hazards to safety. *Id.*

Like it did in the height, bulk and scale section, the DEIS incorrectly concludes that the impacts summarized above are “unavoidable” impacts. It is important to recognize that these impacts are avoidable – they can be mitigated by significantly decreasing the size and scale of the proposal. The fact that the mitigation section fails to include this option is a major oversight. This is mitigation that cannot easily be applied later – it can only be considered and applied at this programmatic phase of the proposal. DPD should use its substantive authority under SEPA to mitigate the size of the proposal.

Aside from discussing the “unavoidable” significant impacts, the DEIS errs when it fails to make any conclusions at all about whether the numbers it provides or the analysis it sets forth result in significant adverse impacts that need to be mitigated. While the DEIS contains a discussion of impacts on the street system, campus access and service vehicle loading, pedestrian and bicycle transportation, traffic volumes, traffic operations, traffic safety and parking, it does not conclude one way or the other whether there are adverse impacts related to these topics that can and should be mitigated. The DEIS only discussed the “unavoidable” impacts of each.

In the end, the traffic impacts have not been adequately minimized. As mentioned above in our comments on the Draft MIMP, this proposal cannot be approved under the MIMP criteria unless DPD requires that Swedish significantly decrease the size, bulk and scale of its proposal, which will in turn minimize the traffic and transportation impacts.

3. Conclusion

Washington CAN appreciates the opportunity to comment on the Draft MIMP and DEIS and requests that DPD incorporate our comments and requests into its review and analysis of the Swedish Cherry Hill proposal. Specifically, we ask DPD to require Swedish to provide

56. See response to Comment 54.

57. Section 3.7.4 of the EIS describes the proposed mitigation measures.

58. Section 3.7.3 of the FEIS describes all of the identified impacts. Section 3.7.4 describes the proposed mitigation measures. Section 3.7.6 describes the significant unavoidable adverse impacts that may remain after applying mitigation.

59. See response to Comment 32.

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60. Your comments are noted.

additional information necessary to inform a critical and thorough review of the proposal's consistency with the Human Development element of the Comprehensive Plan. DPD should require that Swedish incorporate meaningful, concrete actions with its expansion that are consistent with these policies.

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We also request that DPD take a close look at whether Swedish/Providence will indeed serve the public purpose mission of the institution in the future with this expansion. DPD should require that the expansion be accompanied by specific, concrete, future commitments to ensure that Providence/Swedish provides meaningful charity care and is responsive and accountable to the local community and its patients and workers.

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Finally, we request that DPD either deny the proposal outright for failure to meet the MIMP criteria or that it require a significant decrease in the size, bulk and scale of the proposal. As explained above, significant negative impacts to the surrounding neighborhoods and community have not been adequately mitigated. The benefits to Swedish are extraordinarily high while the impacts to the local community are significant and adverse - the proposal is completely out of balance and must be changed significantly before it can be approved.

Thank you for your consideration of our comments.

Very truly yours,

BRICKLIN & NEWMAN, LLP



Claudia M. Newman

CMN:psc

cc: Client

Appendix I

Washington CAN Comments on Swedish Cherry Hill Draft MIMP and Goals and Policies of the Human Development Element of the Comprehensive Plan

July 3, 2014

| MI Goals and Policies | Critique |
|------------------------------|--|
| Education | |
| HDG 4 | Swedish provides an analysis of what it has done in the past (and would occur even if the MIMP is denied). To make matters worse, the Draft MIMP contains a very vague description of its specific role and impact. The Draft MIMP provides descriptive data of the training of health care practitioners and researchers at both its First Hill and Cherry Hill campuses, with no specific quantitative details on the types of position trained or training hours. The Draft MIMP states that 30% of downtown Seattle residents have a bachelor's degree or higher without specifying Swedish's own role in this specific demographic. Swedish should quantify data for Cherry Hill specifically in the past, and must provide a detailed summary of what Swedish will do as part of the expansion to improve these numbers and programs in order to meet this goal. |
| HDG 4.5 | Swedish does not address HDG 4.5. It could do so by specifying funding and/or partnering goals with specific neighborhood schools around Cherry Hill (see below). |
| HDG 5 | Swedish does not address HDG 5. It could do so by specifying funding and partnering goals with existing nearby organizations, such as Casa Latina (see below). |
| HD 15 | Swedish describes a partnership with Ballard High School, something that residents around the Cherry Hill campus are unlikely to benefit from. Swedish should specify how programs at the Cherry Hill campus and/or contributions to nearby schools (such as Bailey Gatzert Elementary School) and organizations will support learning readiness for impacted neighbors and school-linked services. |
| HD 16 | Swedish does not address HD 16. Swedish could work with nearby Seattle Public Schools (such as Bailey Gatzert, Madrona K-8, and Garfield High School) to promote academic and personal achievement for all children, by contributing money and time for programs already in place, and/or facilitating a program like the one at Ballard High School which supports physical and mental health. The most current available data on Bailey Gatzert indicates that student achievement in reading, writing, math, and science is significantly below District averages, and student's year-to-year growth is also relatively weak. ¹ |

¹ Bailey Gatzert Elementary School Report the 2012-2013 School Year. Downloaded June 19, 2014 from: <http://www.seattleschools.org/modules/cms/pages.phtml?sessionid=7620e8782e4ba82e981b60a1cd256227&pageid=222354&sessionid&sessionid=7620e8782e4ba82e981b60a1cd256227>. While Madrona K-8 public school is not in the Squire Park neighborhood, its attendance area includes the northern part of Squire Park. Its student achievement and growth scores are also well below District averages. 2012-2013 report downloaded June 19, 2014 from: <http://www.seattleschools.org/modules/cms/pages.phtml?sessionid=7620e8782e4ba82e981b60a1cd256227&pageid=222659&sessionid&sessionid=7620e8782e4ba82e981b60a1cd256227>

| MI Goals and Policies | Critique |
|------------------------------|--|
| | Swedish could also promote service-learning and volunteering that exposes youth to healthcare careers and opportunities. The Draft MIMP must describe specific plans and goals in these areas. |
| HD 17 | Swedish does not address HD 17. Similar to HD 16, Swedish could use such programs to build relationships with Squire Park/nearby neighborhood groups and schools, and to promote healthcare opportunities that inspire youth to continue their education. The Central Area Youth Association (CAYA) would be a potential partner, especially with their youth computer classes and emerging healthcare phone apps and information technology. The Draft MIMP must describe specific plans and goals in these areas. |
| HD 18 | <p>Swedish does not address HD 18. Given the diverse population in the vicinity of the Cherry Hill campus, it could provide space on campus for literacy and English for Language Learners (ELL) programs. Bailey Gatzert Elementary School's population includes 41% English Language Learners, well above the District average² and a signal that many adults in the area are also English Language Learners.</p> <p>Casa Latina is nearby -- it is a worker center and educational non-profit that already has programs to help immigrants learn English and navigate their new communities ("community literacy" workshops). Entre Hermanos is a non-profit also nearby, and would be a good partner in helping LGBTQ Latinos access healthcare. Swedish could provide funding for programs and participate in workshops to promote their charity care, and to hear from the community about patients' needs for linguistically- and culturally-appropriate care. The Draft MIMP must describe specific plans and goals in these areas.</p> |
| HD 19 | Swedish does not address HD 19. It should specify how the Cherry Hill expansion will promote life-long learning opportunities for community members. Also it should specify how this expansion will promote "the broadest possible use of libraries, community centers, schools, and other existing facilities throughout the city, focusing on the development of these resources in urban villages areas." The Draft MIMP must describe specific plans and goals in these areas. |
| HD 20 | Swedish refers to its Community Health Needs Assessment (CHNA), which is now required by the Patient Protection and Affordable Care Act (ACA), and a plan to prioritize needs around each campus. There is nothing explicitly in the CHNA about HD20 -- it is all about health needs. Moreover, Swedish has a combined CHNA for its First Hill and Cherry Hill campuses, which yet again does not enable an analysis of how any programs specifically benefit Cherry Hill neighbors currently and in the future. |
| Health | |
| HDG 6 | Again, Swedish provides vague narrative about how it "has been a partner for health in the community," and how it provides information and leadership on the changing healthcare industry to the community. See below for more suggestions on specific actions it could take in the future to address the policies under HDG 6. |

² IBID.

| MI Goals and Policies | Critique |
|-----------------------|--|
| HD 21 | <p>The programs and partnerships should be limited to Cherry Hill for an accurate assessment of how this campus meets the needs of neighbors. In public meetings, neighbors have noted that many of Swedish's free health education and promotion classes do not happen on the Cherry Hill campus. For example, on the list provided, Global to Local (Tukwila area) and the Ballard teen program are included. Swedish should also clarify if any of these programs will change with campus expansion and possible shifting of services across its campuses.</p> |
| HD 22 | <p>Again, Swedish should specify which classes and support groups are offered on the Cherry Hill campus, how frequently, as a proportion of all Swedish campuses, and include attendance (by zip code of attendee if possible) and outreach efforts. Most importantly, Swedish should specify how/if the new MIMP will allow for the same or more educational offerings at the Cherry Hill campus. For example, the monthly non-surgical weight loss seminars are all offered at First Hill through the end of 2014, and the monthly pre-diabetes classes are all offered at Swedish/Edmonds through the end of 2014. If no one is attending the classes that are offered at Cherry Hill, Swedish should work with the community, such as the United Black Christian Clergy, to 1) develop better outreach, 2) develop better implementation and evaluation of classes, and/or 3) offer classes that are responsive to community requests. Swedish does not specify if nearby neighbors who are low-income and/or people of color are accessing free education and support groups.</p> <p>Moreover, HD 22 is about the reduction of health risks and behaviors, which emerging research shows is related to social determinants of health: the neighborhood and built environment, economic stability, education, and social and community context.³ Factors that Swedish should address here include, but are not limited to: how the expansion of the Cherry Hill campus will affect the safety for walkers and bicyclists in the neighborhood; how/if Cherry Hill will promote access to educational, economic and job opportunities; how Cherry Hill can support transportation options, public safety, and more.</p> |
| HD 23 | <p>Swedish should address the impacts of increased traffic on the environment in the Cherry Hill neighborhood, and how its development will support or discourage walking, bicycling and other forms of outdoors exercise in the neighborhood.</p> |
| HD 24 | <p>The \$35 million referenced is for the entire Swedish system: Swedish should specify precisely how much in charity care (at estimated cost) the Cherry Hill campus provides, and if possible report this by zip code of patient.</p> <p>Swedish should also address how it will continue to improve access to care with the ACA and Medicaid expansion likely reducing the number of uninsured patients, and having unknown effect on underinsured patients. Swedish should detail a plan for helping patients with large co-insurance and out-of-pocket costs, as well as current or future medical debt. See notes in body of comment letter on challenges with charity care.</p> |

³ <http://www.healthypeople.gov/2020/topicsobjectives2020/overview.aspx?topicid=39>

| MI Goals and Policies | Critique |
|------------------------------|--|
| HD 25 | Again, Swedish should specify the current and future programs and financial contributions attributable to the Cherry Hill campus and/or accessible by those neighbors. The Global to Local program does not benefit neighbors. |

**89% of students at Bailey Gatzert qualify for free/reduced lunch. 68% of students at Madrona K-8 qualify.

July 1, 2014

Ms. Stephanie Haines, Land Use Manager
Department of Planning and Development
Attn: Public Resource Center
700 5th Avenue (Suite 2000)
P.O. Box 34019
Seattle, WA 98124-4019

Ref: Master Use Permit No. 3012953
Project Address: 500 17th Avenue

Ms. Haines:

Our community council has had the opportunity to review the proposal for the updated MIMP for the Swedish Medical Center Cherry Hill Campus. While the property sits outside our neighborhood bounds, its broad reach affects all residents of the greater Central District, hence we are compelled to comment. In general, we are concerned that the proposed increase in scale, as well as the lack of a clear commitment that the facility will be solely used for the delivery of health care, provide no apparent benefit for the community. That the increased intensity stands to benefit a developer who has extensive involvement in projects not related to health care only increases this concern.

There needs to be a clearer definition of a health-care based need in order to justify an FAR that apparently is beyond that of the Children's Hospital site, and to increase the height of a facility that already dwarfs its single family environs. That several of the proposals would allow structures up to 240 feet in height seems in frightening disregard of common, good neighborliness.

The level of development would undoubtedly generate increased traffic impacts on the surrounding street network, as evidenced by the analysis in the DEIS. The increased trip volumes of the alternatives under consideration are all alarming, and only the No Build alternative is analyzed for increased transit use. A failing within the transit analysis we must point out is that several infrastructure projects are cited that are relatively distant from the site (the streetcar, 520 interchange, etc.), but not all service reductions are identified, most notably the proposed elimination of route 27, which is far more proximate. While we appreciate the ongoing efforts by Swedish to minimize single occupant vehicle use, the challenges they face in doing so will only increase with this intensified use, in parallel with pending service cutbacks by Metro. Assuming an increased build-out alternative is adopted, it is imperative that Swedish contribute to the development of several key pieces of non-SOV transportation infrastructure, in addition to the inevitable added traffic lights, as part of its TMP.

If it can be established that the health care needs dictate a significant expansion of this campus, then we are willing to accept that Alternative 10 in the DEIS is a step in the right direction. We all will use a

Leschi Community Council

1. Your introductory comments are noted.
2. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a “*reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.*” This determination will be made in the DPD Director’s Report following completion of the EIS and Final Master Plan process. The existing MIO allows heights of 105 feet on the center campus, 65 feet on the west block and 37 feet on the east half-block. Swedish has proposed a new Alternative 12 in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
3. Existing and projected future traffic volumes are described in Section 3.7 of the EIS. Projects have been made for both the initial phase of development (year 2023) and for full build-out (year 2040).
4. Existing and future transit use/ridership is provided for all alternatives, including the No Build and Alternatives 8, 11 and 12 in Section 3.7 of the DEIS.
5. Page 3.7-29 of the DEIS acknowledges the potential service cuts to transit. Potential cuts to transit is also acknowledged in Section 1.5 Significant Areas of Controversy and Uncertainty of the EIS.
6. The TMP identified the creation of an Integrated Transportation Board that includes representatives from the City as well as representatives from companies on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.
7. See response to Comment 6.
8. Your comments regarding Alternative 10 are noted. Swedish has eliminated Alternative 10 and included new Alternatives 11 and 12 with lower heights in some areas of campus. See response to Comment 2.

health care facility at one time or another, and definitely appreciate the proximity of Cherry Hill to our neighborhood. As vital as institutions like this are to our city, they must still be developed responsibly, and always mindful of the impact they have on their host neighborhood.

Sincerely,

Diane Snell Diane Morris
Leschi Community Council Co-Presidents

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Cont.

Herbaugh, Melinda

From: Sallie Neillie <sallien@projectaccessnw.org>
Sent: Thursday, June 19, 2014 1:48 PM
To: PRC
Subject: Comments - 3012953

Below please see my comments on project number 3012953, project access 500-17th Avenue

I thank you for this opportunity to comment on the Swedish Hill MIMP.

Project Access Northwest provides access to specialty care services for low income and Medicaid patients by working with specialists to understand how to best prepare a patient for care – then works with primary care to meet the specialists information and pre-visit and treatment needs. And working with patients to build their understanding of how to get and use specialty health care appropriately.

Swedish specialists and hospital system have partnered with us in this important community effort for over eight years; since our inception. Currently over 300 Swedish specialists are involved, including all the providers with Swedish Heart & Vascular Institute and Swedish Neurology Institute. Both of which are located on the Cherry Hill Campus.

Swedish continues to be a strong community partner in providing needed charity care – through the physicians above as well as its development of Swedish Community Specialty Clinic (SCSC) for specialty medical and dental services.

The providers at SCSC are mostly volunteers and residents. Swedish donates all the operation costs, providing care to hundreds of patients each quarter.

Swedish was a critical player in Project Access NW’s early days. Two awesome physicians founded a free clinic for the uninsured using the Emergency Department who needed appropriate follow-up care. They let us join their early effort, learning to work with specialists to meet the specialists and with patients to build health literacy.

Swedish is a very important community asset and needs to be able to continue to grow its campus and buildings in a way that allows it to continue to do the good work it does for both the insured and those less fortunate.

Thank you for your time.

Sallie Neillie
3409 64th Ave SW, Seattle.

Sallie Neillie | Executive Director
Project Access Northwest | 1111 Harvard Avenue | Seattle, WA 98122
Direct: 206.496-1590 | T: 206.788.4204 ext 100
F: 206.382.3507 or 800.579.1494 | sallien@projectaccessnw.org
Please visit our website at www.projectaccessnw.org



Project Access Northwest

1. Your comments concerning health care, partnering, and charity care are noted.

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June 16, 2014

Public Resource Center
Department of Planning & Development
City of Seattle
P.O. Box 34019
Seattle, WA 98124-4019

To Whom It May Concern:

**Re: Swedish Medical Center Cherry Hill MIMP Draft Environmental
Impact Statement (EIS) and Draft Master Plan
Project number – 3012953 Project address – 500 17th Avenue, Seattle**

I write this letter to express Seattle University's strong support of the Swedish Medical Center's (SMC) Cherry Hill Draft Master Plan to expand its campus.

Seattle University has had a long and close working relationship with SMC Cherry Hill to educate and train healthcare professionals and deliver clinical services to the citizens of our community. By virtue of our complementary institutional missions and the contiguous relationship of our campuses, we have forged many connections and synergies. For example, SMC Cherry Hill serves as an important clinical training partner for us for our diagnostic ultrasound, nursing and exercise science students. In fact, our College of Nursing's Clinical Performance Laboratory is located at the Cherry Hill campus. The Clinical Performance Lab is a state-of-the-art, 20,000-square-foot-facility that houses nursing simulation suites, laboratory skills areas, teaching spaces and a research commons. The facility provides students with the opportunity to apply and translate the knowledge they learn in the classroom into safe 'real world' clinical training experiences working with robots before they engage in direct patient care. We are also in conversation with SMC Cherry Hill to explore ways in which we can work together to expand our array of health science programs to respond to the demand for healthcare that is being driven by the escalation in the rate of chronic conditions such as diabetes, heart disease and obesity; and the increased need for healthcare services in Seattle and the Puget Sound region as the Baby Boom generation ages.

Seattle University

1. Your comments concerning partnering on education and training of healthcare professionals, the delivery of clinical services, expansion of health sciences programs, and the need to respond to changing functional and space requirements are noted.

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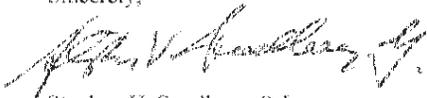
OFFICE OF THE PRESIDENT

901 12th Avenue P.O. Box 222000 Seattle, WA 98122-1090 www.seattleu.edu Tel: (206) 296 1891 Fax: (206) 296-6200

Seattle University has recently completed its new MIMP which lays an excellent foundation for its future made better by the efforts and engagement we have had with our community partners and the leadership of the city of Seattle. We understand how essential it is that organizations such as SMC Cherry Hill and Seattle University have the physical flexibility to evolve and respond to increasing and changing needs of the community; and that means having the ability to replace obsolete functions and add space to accommodate new technologies that will enable us to deliver more and improved services to the residents of Seattle.

We are excited about our growing contribution in the area of health sciences, our long-standing association with SMC Cherry Hill and the opportunity our proximity to them provides for us to further enhance our ability to serve the community. Thank you for the chance to share our support for this important project.

Sincerely,



Stephen V. Sundborg, S.J.
President

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Cont.

Squire Park Community Council

SPCC c/o Neighborhood Service Center
2301 S. Jackson St. Ste. 208, Seattle, WA 98144

May 27, 2014

Mr. Gordon Clowers
Department of Planning and Development
City of Seattle
700 5th Ave
PO Box 34019
Seattle, WA 98124-4019, Suite 2000

RE: Swedish Medical Center Cherry Hill Campus Transportation Management Plan

Dear Gordon,

This letter follows up on our recent correspondence regarding the current Transportation Management Plan (TMP) for Swedish Medical Center's Cherry Hill Campus. As neighbors of the Cherry Hill Campus and groups that care deeply about our city's transportation system we urge the Department of Planning and Development to exercise its authority articulated in Director's Rule 10-2012 that:

"Failure to comply with TMP conditions or to achieve the goals established by the TMP shall be a violation of the Rule and the SMC. Violations shall subject the property owner to enforcement action, including civil penalties as provided by the SMC."

And

"The DPD Director may require revisions to the TMP in order to meet the TMP goal."

An effective transportation management plan would provide great benefit to the Squire Park neighborhood, employees of Swedish's Cherry Hill Campus, and the City of Seattle in general. When employees are forced to drive alone to work they increase congestion on our streets, use up limited neighborhood parking, and pollute the environment. By making it easier for employees to take transit, walk, and bike to work, Swedish can reduce these negative impacts, improve the health of its employees, and contribute to infrastructure that neighborhood residents can also use.

Swedish Medical Center has never met the TMP goal for this campus since the last TMP was adopted in 1994. Before the neighborhood can collaborate with Swedish on development of a new TMP, it is the City's responsibility to improve the elements of the TMP to reach the current TMP goal of 51.3 percent or fewer commute trips by single occupancy vehicle (SOV). We are glad that Swedish has hired Commute Seattle to study how to reduce SOV commuting and we welcome some of the strategies

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Squire Park Community Council

1. The TMP presented in the Final EIS contains numerous program elements intended to reduce the SOV rate for the campus (see Section 3.7.4.1). The Integrated Transportation Board (ITB), one such element of the TMP, has been formed and is meeting on a regular basis. ITB includes representatives from the City of Seattle, Swedish, Sabey and other companies that operate on the campus. This group has been formed and has begun evaluating the pilot projects identified in the TMP. This group is monitoring and discussing the effectiveness of current programs. While the Master Plan and EIS provides a general framework of the TMP elements and a range of potential SOV targets, findings prepared as a part of any MUP application will further define the specifics and identify the SOV target for the projects.

Commute Seattle has identified in the correspondence you made available to us. However, we believe that more immediate and financially substantial commitments must be required by the City in order for Swedish to meet its goal.

First and foremost, we also ask for the opportunity to meet together with you, Cristina Van Valkenburgh, and Commute Seattle to discuss other measures that you are considering and have considered. We appreciate that you have had the opportunity to study in detail the commuter information from Swedish and Sabey and have considered at some length what short-term and long-term strategies might be successful. We want to learn from you as we also push for a more ambitious plan. ***Given the urgency of this issue, we would like to meet in the next 10 days with a draft proposal for a TMP developed within two weeks of that meeting.***

The most significant action Swedish has taken so far is to hire Commute Seattle to audit its current practices. Two suggestions by Commute Seattle stand out to us: allowing carpool parking in the garage on a daily, instead of monthly, basis and developing a passport option for small employers in a shared facility. Daily carpool parking should be added to the Swedish TMP, and we would like to work with Swedish and the City to encourage King County Metro to adopt this small employer passport program. We are also glad that Swedish held a bike commuting 101 seminar on May 14th.

While these steps are helpful, we believe that more action will be necessary to attain Swedish's commute goals. We encourage the City not to shy away from elements that require a significant financial contribution such as:

- Subsidizing the transit passport at 100 percent instead of 50 percent
- Funding implementation of the nearby portions of the Columbia Street and Ridge Route Greenways recently adopted in the Bicycle Master Plan, especially the Columbia Street Greenway portion connecting Swedish's Cherry Hill and First Hill Campuses
- Working with SDOT to provide wayfinding and improved connections from the First Hill Streetcar to the Cherry Hill campus
- Integrating promotion of active transportation into a robust employee wellness program

We also would like to discuss several additional areas where we need more information before making a recommendation including:

- Bicycle facilities such as lockers and showers
- Parking management
- Shuttle service between Cherry Hill and First Hill
- Ridership on metro routes subsidized by Swedish and other nearby major institutions
- Overlap between transit service and work shifts
- Carshare options

These investments will require additional financial contributions from Swedish and its campus partners and more staff will be needed to carry out these programs. However, we believe that given past

performance, requiring these steps, and perhaps others, will be necessary to meet the commute goal for this campus. Additionally, we hope that Swedish will continue to work with Commute Seattle to better understand the commuting needs of its employees, the effectiveness of current programs, the ability of employees to live close to work, and the potential for joining with other nearby major institutions to form a transportation management association.

Sincerely,



Joanna Cullen, President Squire Park Community Council

Squire Park Community Council

SPCC c/o Neighborhood Service Center, 2301 S. Jackson St. Ste. 208, Seattle, WA 98144

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Cont.



June 3, 2014

Mr. Gordon Clowers
Department of Planning and Development
City of Seattle
700 5th Ave
PO Box 34019
Seattle, WA 98124-4019, Suite 2000

RE: Swedish Medical Center Cherry Hill Campus Transportation Management Plan

Dear Gordon,

We submit this letter in support of the Squire Park Community Council and our other partners regarding the current Transportation Management Plan (TMP) for Swedish Medical Center's Cherry Hill Campus. As neighbors of the Cherry Hill Campus and groups that care deeply about our city's transportation system we urge the Department of Planning and Development to exercise its authority articulated in Director's Rule 10-2012 that:

"Failure to comply with TMP conditions or to achieve the goals established by the TMP shall be a violation of the Rule and the SMC. Violations shall subject the property owner to enforcement action, including civil penalties as provided by the SMC."

And

"The DPD Director may require revisions to the TMP in order to meet the TMP goal."

An effective transportation management plan would provide great benefit to the Squire Park neighborhood, employees of the Swedish Cherry Hill Campus, and the City of Seattle in general. When employees are forced to drive alone to work they increase congestion on our streets, use up limited neighborhood parking, and pollute the environment. By making it easier for employees to take transit, walk, and bike to work, Swedish can reduce these negative impacts, improve the health of its employees, and contribute to infrastructure that neighborhood residents can also use.

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Swedish Medical Center has never met the TMP goal for this campus since the last TMP was adopted in 1994. Before the neighborhood can collaborate with Swedish on development of a new TMP, it is the City's responsibility to help Swedish improve the elements of the TMP to reach the current TMP goal of 51.3 percent or fewer commute trips by single occupancy vehicle (SOV). We are glad that Swedish has hired Commute Seattle to study how to reduce SOV commuting and we welcome some of the strategies Commute Seattle has identified in the correspondence you made available to us. However, we believe that more immediate and financially substantial commitments must be required by the City in order for Swedish to meet its goal.

First and foremost, we also ask for the opportunity to meet together with you, Cristina Van Valkenburgh, and Commute Seattle to discuss other measures that you are considering and have considered. We appreciate that you have had the opportunity to study in detail the commuter information from Swedish and Sabey and have considered at some length what short-term and long-term strategies might be successful. We want to learn from you as we also push for a more ambitious plan. *Given the urgency of this issue, we would like to meet in the next ten days with a draft proposal for a new TMP developed within two weeks of that meeting.*

The most significant action Swedish has taken so far is to hire Commute Seattle to audit its current practices. Two suggestions by Commute Seattle stand out to us: allowing carpool parking in the garage on a daily, instead of monthly, basis and developing a passport option for small employers in a shared facility. Daily carpool parking should be added to the Swedish TMP, and we would like to work with Swedish and the City to encourage King County Metro to adopt this small employer passport program. We are also glad to hear that Swedish held a bike commuting 101 seminar on May 14th.

While these steps are helpful, we believe that more action will be necessary to attain Swedish Medical Center commute goals. We encourage the City to be aggressive in encouraging elements that require a significant financial contribution, including but not limited to:

- Subsidizing the Transit Passport at 100 percent instead of 50 percent;
- Funding implementation of the nearby portions of the Columbia Street and Ridge Route Greenways recently adopted in the Bicycle Master Plan, especially the Columbia Street Greenway portion connecting the Swedish Cherry Hill and First Hill Campuses;
- Working with SDOT to provide wayfinding and improved connections from the First Hill Streetcar to the Cherry Hill campus;
- Integrating promotion of active transportation into a robust employee wellness program.

We also would like to discuss several additional areas where we need more information before making a recommendation including:

- Bicycle facilities such as lockers and showers;
- Parking management;
- Shuttle service between Cherry Hill and First Hill;
- Ridership on metro routes subsidized by Swedish and other nearby major institutions;

- Overlap between transit service and work shifts;
- Carshare options.

These investments will require additional financial contributions from Swedish and its campus partners and more staff will be needed to carry out these programs. We believe that the lack of past performance, requires these steps, and perhaps others, to be necessary to meet the commute goal for this campus. Additionally, we hope that Swedish will continue to work with Commute Seattle to better understand the commuting needs of its employees, the effectiveness of current programs, the ability of employees to live close to work, and the potential for joining with other nearby major institutions to form a transportation management association.

Sincerely,



Michael Mariano
Co-Chair
Capitol Hill EcoDistrict

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SEIU Healthcare[®] United for Quality Care

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President

CHRIS BARTON
Secretary-Treasurer

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May 27, 2014

Mr. Gordon Clowers
Department of Planning and Development
City of Seattle
700 5th Ave
PO Box 34019
Seattle, WA 98124-4019, Suite 2000

RE: Swedish Medical Center Cherry Hill Campus Transportation Management Plan

Dear Gordon,

This letter follows up on our recent correspondence regarding the current Transportation Management Plan (TMP) for Swedish Medical Center's Cherry Hill Campus. As neighbors of the Cherry Hill Campus and groups that care deeply about our city's transportation system we urge the Department of Planning and Development to exercise its authority articulated in Director's Rule 10-2012 that:

"Failure to comply with TMP conditions or to achieve the goals established by the TMP shall be a violation of the Rule and the SMC. Violations shall subject the property owner to enforcement action, including civil penalties as provided by the SMC."

And

"The DPD Director may require revisions to the TMP in order to meet the TMP goal."

An effective transportation management plan would provide great benefit to the Squire Park neighborhood, employees of Swedish's Cherry Hill Campus, and the City of Seattle in general. When employees are forced to drive alone to work they increase congestion on our streets, use up limited neighborhood parking, and pollute the environment. By making it easier for employees to take transit, walk, and bike to work, Swedish can reduce these negative impacts, improve the health of its employees, and contribute to infrastructure that neighborhood residents can also use.

Swedish Medical Center has never met the TMP goal for this campus since the last TMP was adopted in 1994. Before the neighborhood can collaborate with Swedish on development of a new TMP, it is the City's responsibility to improve the elements of the TMP to reach the current TMP goal of 51.3 percent or fewer commute trips by single

occupancy vehicle (SOV). We are glad that Swedish has hired Commute Seattle to study how to reduce SOV commuting and we welcome some of the strategies Commute Seattle has identified in the correspondence you made available to us. However, we believe that more immediate and financially substantial commitments must be required by the City in order for Swedish to meet its goal.

First and foremost, we also ask for the opportunity to meet together with you, Cristina Van Valkenburgh, and Commute Seattle to discuss other measures that you are considering and have considered. We appreciate that you have had the opportunity to study in detail the commuter information from Swedish and Sabey and have considered at some length what short-term and long-term strategies might be successful. We want to learn from you as we also push for a more ambitious plan.

Given the urgency of this issue, we would like to meet in the next 10 days with a draft proposal for a TMP developed within two weeks of that meeting.

The most significant action Swedish has taken so far is to hire Commute Seattle to audit its current practices. Two suggestions by Commute Seattle stand out to us: allowing carpool parking in the garage on a daily, instead of monthly, basis and developing a passport option for small employers in a shared facility. Daily carpool parking should be added to the Swedish TMP, and we would like to work with Swedish and the City to encourage King County Metro to adopt this small employer passport program. We are also glad that Swedish held a bike commuting 101 seminar on May 14th.

While these steps are helpful, we believe that more action will be necessary to attain Swedish's commute goals. We encourage the City not to shy away from elements that require a significant financial contribution such as:

- Subsidizing the transit passport at 100 percent instead of 50 percent
- Funding implementation of the nearby portions of the Columbia Street and Ridge Route Greenways recently adopted in the Bicycle Master Plan, especially the Columbia Street Greenway portion connecting Swedish's Cherry Hill and First Hill Campuses
- Working with SDOT to provide wayfinding and improved connections from the First Hill Streetcar to the Cherry Hill campus
- Integrating promotion of active transportation into a robust employee wellness program

We also would like to discuss several additional areas where we need more information before making a recommendation including:

- Bicycle facilities such as lockers and showers
- Parking management
- Shuttle service between Cherry Hill and First Hill

- Ridership on metro routes subsidized by Swedish and other nearby major institutions
- Overlap between transit service and work shifts
- Carshare options

These investments will require additional financial contributions from Swedish and its campus partners and more staff will be needed to carry out these programs. However, we believe that given past performance, requiring these steps, and perhaps others, will be necessary to meet the commute goal for this campus. Additionally, we hope that Swedish will continue to work with Commute Seattle to better understand the commuting needs of its employees, the effectiveness of current programs, the ability of employees to live close to work, and the potential for joining with other nearby major institutions to form a transportation management association.

Sincerely,



Diane Sosne, RN, MN
President
SEIU Healthcare 1199NW

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Cont.

June 2, 2014

Mr. Gordon Clowers
Department of Planning and Development
City of Seattle
700 5th Ave
PO Box 34019
Seattle, WA 98124-4019, Suite 2000

RE: Swedish Medical Center Cherry Hill Campus Transportation Management Plan

Dear Mr. Clowers,

Swedish Medical Center has never met the TMP goal for the Swedish Cherry Hill campus since the last TMP was adopted in 1994. Before the neighborhood can collaborate with Swedish on development of a new TMP, it is the City's responsibility to improve the elements of the TMP to reach the current TMP goal of 51.3 percent or fewer commute trips by single occupancy vehicle (SOV). We are glad that Swedish has hired Commute Seattle to study how to reduce SOV commuting and we welcome some of the strategies Commute Seattle has identified in the correspondence you made available to us. However, we believe that more immediate and financially substantial commitments must be required by the City in order for Swedish to meet its goal.

This letter follows up on recent correspondence from several local community organizations regarding the current Transportation Management Plan (TMP) for Swedish Medical Center's Cherry Hill Campus. As neighbors of the Cherry Hill Campus and advocacy groups that care deeply about our city's transportation system we urge the Department of Planning and Development to exercise its authority articulated in Director's Rule 10-2012 that states:

"Failure to comply with TMP conditions or to achieve the goals established by the TMP shall be a violation of the Rule and the SMC. Violations shall subject the property owner to enforcement action, including civil penalties as provided by the SMC."

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While these steps are helpful, we believe that more action will be necessary to attain Swedish's commute goals. We encourage the City not to shy away from elements that require a significant financial contribution such as:

- Subsidizing the transit passport at 100 percent instead of 50 percent
- Funding to implement the nearby portions of the Columbia Street and Ridge Route Greenways recently adopted in the Bicycle Master Plan, especially the Columbia Street Greenway portion connecting Swedish's Cherry Hill and First Hill Campuses
- Working with SDOT to provide wayfinding and improved connections from the First Hill Streetcar to the Cherry Hill campus
- Integrating promotion of active transportation into a robust employee wellness program

We also would like to discuss several additional areas where we need more information before making a recommendation including:

- Bicycle facilities such as lockers and showers
- Parking management
- Shuttle service between Cherry Hill and First Hill
- Ridership on metro routes subsidized by Swedish and other nearby major institutions
- Overlap between transit service and work shifts
- Carshare options

These investments will require additional financial contributions from Swedish and its campus partners and more staff will be needed to carry out these programs. However, we believe that given past performance, requiring these steps, and perhaps others, will be necessary to meet the commute goal for this campus. Additionally, we hope that Swedish will continue to work with Commute Seattle to better understand the commuting needs of its employees, the effectiveness of current programs, the ability of

employees to live close to work, and the potential for joining with other nearby major institutions to form a transportation management association.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Tuttle". The signature is fluid and cursive, with the first name "Cathy" being more prominent than the last name "Tuttle".

Cathy Tuttle, Ph.D., Executive Director
Seattle Neighborhood Greenways

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Cont.



314 First Avenue S
Seattle WA 98104

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feetfirst.org

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May 27, 2014

Mr. Gordon Clowers
Department of Planning and Development
City of Seattle
700 5th Ave
PO Box 34019
Seattle, WA 98124-4019, Suite 2000

RE: Swedish Medical Center Cherry Hill Campus Transportation Management Plan

Dear Gordon:

Since 2001 Feet First has been working to ensure all communities across Washington are walkable. Walking is an essential part of our everyday lives. Walking connects us to people, places and to other forms of transportation. Our organization envisions people walking every day for their health, transportation, environment, community and pleasure.

This letter is responding to the current Transportation Management Plan (TMP) for Swedish Medical Center's Cherry Hill Campus. As an organization that cares deeply about our city's transportation system we urge the Department of Planning and Development to exercise its authority articulated in Director's Rule 10-2012 that:

"Failure to comply with TMP conditions or to achieve the goals established by the TMP shall be a violation of the Rule and the SMC. Violations shall subject the property owner to enforcement action, including civil penalties as provided by the SMC."

Additionally:

"The DPD Director may require revisions to the TMP in order to meet the TMP goal."

An effective transportation management plan provides great benefit to the Squire Park neighborhood, employees of Swedish's Cherry Hill Campus and Seattle in general. When employees do not have reliable transportation choices, they are forced to drive alone to work. Their actions significantly increase congestion on our streets; use up limited neighborhood parking, and pollutes the environment. By making it easier for employees to walk, take the bus, and bike to work, Swedish can reduce these negative impacts, improve the health of its employees, and contribute to infrastructure that also benefits neighborhood residents.

Swedish Medical Center has never met the TMP goal for its campus since last adopted in 1994. Feet First has worked with numerous organizations and jurisdictions across the state to successfully implement programs. We recognize that before the neighborhood can collaborate with Swedish on development of a new TMP, the City must ensure that elements of the TMP reach the current goal of 51.3 percent or fewer commute trips by single occupancy vehicle (SOV). We applaud Swedish for consulting with Commute Seattle to study how to reduce SOV commuting. In addition to creating a plan supported by the study, we support the

idea that more immediate and financially substantial commitments must be required by the City in order for Swedish to meet its goal.

While Commute Seattle's study highlights suggestions that are helpful, we believe that more action will be necessary to attain Swedish's commute goals.

We encourage the City to require a significant financial contribution including:

- Subsidizing the transit passport at 100 percent instead of 50 percent;
- Funding implementation of the nearby portions of the Columbia Street and Ridge Route Greenways recently adopted in the Bicycle Master Plan, especially the Columbia Street Greenway portion connecting Swedish's Cherry Hill and First Hill Campuses;
- Working with SDOT to provide wayfinding and improved connections from the First Hill Streetcar to the Cherry Hill campus;
- Incorporating a Neighborhood Walking Ambassador program; and
- Integrating promotion of active transportation into a robust employee wellness program.

The City should ensure information in the plan is provided to the community to ensure they are a part of the process and the goals of the plan are achieved. Getting the buy-in from the community now will serve the city well. Some areas that we understand need more explanation include:

- Bicycle facilities such as lockers and showers
- Parking management
- Shuttle service between Cherry Hill and First Hill
- Ridership on metro routes subsidized by Swedish and other nearby major institutions
- Overlap between transit service and work shifts
- Carshare options

These investments will require additional financial contributions from Swedish and its campus partners and more staff will be needed to carry out these programs. However, we believe that given past performance, requiring these steps, and perhaps others, will be necessary to meet the commute mode goal for this campus. Additionally, we encourage Swedish to continue to work with Commute Seattle to better understand the commuting needs of its employees, the effectiveness of current programs, the ability of employees to live close to work, and the potential for joining with other nearby major institutions to form a transportation management association.

We look forward to working with the City, Swedish, and community partners to successfully adopt a TMP that will serve the employees who work at Swedish and positively support the people who live and play in the neighborhood. Additionally, the TMP supports the City's long range goals the city desires to be the number one walkable city in the nation and reduce greenhouse gas emissions. This will take significant planning and investment on the City's part, but over time Swedish can be a model for creating accessible, safe and inviting places for its employees. Should you have questions, please feel free to contact me by emailing lisa@feetfirst.org or by calling 206-652-2310 ext. 6.

Sincerely yours,



Lisa Quinn
Executive Director



May 28, 2014

Mr. Gordon Clowers
Department of Planning and Development
City of Seattle
700 5th Ave
PO Box 34019
Seattle, WA 98124-4019, Suite 2000

RE: Swedish Medical Center Cherry Hill Campus Transportation Management Plan

Dear Gordon,

On behalf of the Cascade Bicycle Club and our 16,000 members, and alongside many coalition partners including the Squire Park Community Council and Capitol Hill EcoDistrict, I write this letter regarding the current Transportation Management Plan (TMP) for Swedish Medical Center's Cherry Hill Campus.

We urge the Department of Planning and Development to exercise its authority articulated in Director's Rule 10-2012 that:

"Failure to comply with TMP conditions or to achieve the goals established by the TMP shall be a violation of the Rule and the SMC. Violations shall subject the property owner to enforcement action, including civil penalties as provided by the SMC."

And

"The DPD Director may require revisions to the TMP in order to meet the TMP goal."

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Swedish Medical Center has never met the TMP goal for this campus since the last TMP was adopted in 1994. Before the neighborhood can collaborate with Swedish on development of a new TMP, it is the City's responsibility to improve the elements of the TMP to reach the current TMP goal of 51.3 percent or fewer commute trips by single occupancy vehicle (SOV). Swedish has hired Commute Seattle to study how to reduce SOV commuting and we welcome the strategies Commute Seattle has identified. We

believe that immediate and financially substantial commitments must be required by the City in order for Swedish to meet its goal.

First and foremost, we also ask for the opportunity to meet together with you, Cristina Van Valkenburgh, Commute Seattle, Squire Park Community Council, and Capitol Hill EcoDistrict to discuss other measures that you are considering and have considered. We appreciate that you have had the opportunity to study in detail the commuter information from Swedish and Sabey and have considered at some length what short-term and long-term strategies might be successful. We want to learn from you as we also push for a more ambitious plan. ***Given the urgency of this issue, we would like to meet in the next ten days with a draft proposal for a new TMP developed within two weeks of that meeting.***

The most significant action Swedish has taken so far is to hire Commute Seattle to audit its current practices. Two suggestions by Commute Seattle stand out to us: allowing carpool parking in the garage on a daily, instead of monthly, basis and developing a passport option for small employers in a shared facility. Daily carpool parking should be added to the Swedish TMP, and we would like to work with Swedish and the City to encourage King County Metro to adopt this small employer passport program.

While these steps are helpful, we believe that more action will be necessary to attain Swedish's commute goals. We encourage the City not to shy away from elements that require a significant financial contribution such as:

- Funding design and construction of the nearby portions of the Columbia Street and Central Ridge Greenways which were recently designated in the Bicycle Master Plan update and included in SDOT's 2014 greenway work plan.
- Integrating promotion of active transportation into a robust employee wellness program
- Working with SDOT to provide wayfinding and improved connections from the First Hill Streetcar to the Cherry Hill campus.
- Subsidizing the transit passport at 100 percent.

We also would like to discuss several additional areas where we need more information before making a recommendation including:

- Bicycle facilities such as lockers and showers.
- Parking management.
- Shuttle service between Cherry Hill and First Hill.
- Ridership on metro routes subsidized by Swedish and other nearby major institutions.
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These investments will require additional financial contributions from Swedish and its campus partners. However, we believe that given past performance, requiring these steps and perhaps others will be

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necessary to meet the commute goal for this campus. Additionally, we hope that Swedish will continue to work with Commute Seattle to better understand the commuting needs of its employees, the effectiveness of current programs, the ability of employees to live close to work, and the potential for joining with other nearby major institutions to form a transportation management association.

Sincerely,



Brock Howell
Policy and Government Affairs Manager
Cascade Bicycle Club

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Cont.

SQUIRE PARK COMMUNITY COUNCIL

C/O Neighborhood Service Center
2301 S. Jackson Street, Suite 208
Seattle, WA 98144

July 6, 2014

To: Diane Sugimura, Director, Department of Planning and Development

Re: DPD Project Number 3012953 Application of Swedish Medical Center for MIMP

The Squire Park Community Council submits the following comments to the Draft Environmental Impact Statement for your consideration:

There could and should be a good and honest conversation about the appropriateness of the application by Swedish Medical Center for a new Major Institution Master Plan. That good and honest conversation should be informed by an unbiased Draft Environmental Impact Statement that analyzes the actual issues in this matter. Instead, the DEIS you have received has chosen to avoid the issues which the City Council must address when it makes its decision. We ask that you require the final Environmental Impact Statement to do the job it is intended to do, and actually present and analyze all of the important issues to be decided, providing facts that will be needed to make a recommendation and decision, and that it do so in an unbiased manner.

SMC 25.05.400 Purpose of EIS.

A. The primary purpose of an environmental impact statement is to ensure that SEPA's policies are an integral part of the ongoing programs and actions of state and local government.

B. An EIS shall provide impartial discussion of significant environmental impacts and shall inform decision makers and the public of reasonable alternatives, including mitigation measures, that would avoid or minimize adverse impacts or enhance environmental quality.

C. Environmental impact statements shall be concise, clear, and to the point, and shall be supported by the necessary environmental analysis. The purpose of an EIS is best served by short documents containing summaries of, or reference to, technical data and by avoiding excessively detailed and overly technical information. The volume of an EIS does not bear on its adequacy. Larger documents may even hinder the decision making process.

D. The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their

Squire Park Community Council

1. Your comments regarding the purpose of an EIS are noted.

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plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions.

The Draft Environmental Impact Statement in this case, rather than assisting DPD and the applicant to “improve their plans and decisions, and encouraging the resolution of potential concerns or problems” instead merely defends the proposal of the applicant.

There are ways in which a reasonable plan for future growth of Swedish Medical Center could be consistent with and support the goals of Seattle as expressed in the City’s Comprehensive Plan, but the DEIS fails to explore any of those ways. The Squire Park Community Council asks the Director of the Department of Planning and Development to request the drafter of the final Environmental Impact Statement to analyze strategies that serve the public’s interest in carrying out the Comprehensive Plan as well as serve the interests of Swedish.

The final EIS should not be a discussion of how to fit into the neighborhood whatever amount of development the applicant chooses --- in this case a total approaching 3 million square feet.

Rather, the question in this matter is "to what extent should Providence Health and Services, through its subsidiary, Swedish Medical Center, be encouraged to meet its future predicted needs at the location in the Central Area it calls the Cherry Hill campus, and to what extent should Providence be required to plan to satisfy some of its future needs in other locations?"

Swedish argues that its campus “has reached its capacity” and aged facilities are inefficient for modern patient care.

Most, if not all, Squire Park residents would accept some future changes by Swedish hospital on its campus in our neighborhood. The Squire Park Community Council recognizes that Swedish Medical Center has great social benefit and also recognizes that future changes at the institution's Central Area campus could be necessary. There is an understanding that the community, in the local and larger senses, benefits from the ability of the hospital and essential health care providers associated with it to have modern facilities. We have empathy for the clients and patients of Swedish and, in fact, many Squire Park residents are clients and patients. If Swedish has “reached its capacity” in its Central Area campus it is because it sold half of its campus to a developer with a speculative development scheme that faltered. To alleviate its claimed lack of capacity, Swedish should first seek to reclaim that portion of the campus it sold. Analyzing this strategy is ignored by the DEIS. This failure should not be repeated in the final EIS.

What are the real issues presented by the application of Swedish --- the real issues that the DEIS ignores?

Currently Swedish is asking for permission for 1.55 million square feet of additional space at its Central Area campus, bringing the number of square feet of development on that campus to a total that is almost twice the size of the Columbia Tower --- the 76 story building that is the city’s tallest building. This amount of development is proposed to take place in a neighborhood that is zoned for single family and low rise residential uses.

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2. The Land Use section of the Seattle Comprehensive Plan, in subsection C Location-Specific Land Use Policies, sets out the policy foundation to guide how the City adjusts its regulations to response to unique environments, particularly those created by major institutions. LUG32 acknowledges the “*public benefits of major institutions, including health care and educational services.*”
3. Decentralization is discussion in the Master Plan in Section D.11.
4. The Land Use Code allows for the existence and expansion of Major Institutions in residential zones in Seattle. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a “*reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.*” This determination will be made in the DPD Director’s Report following completion of the EIS and Final Master Plan process.

How did the applicant arrive at the 1.55 million S.F. figure it is requesting? Swedish cites: (1) changing demographics --- aging baby-boomers needing more care --- and the growing Seattle population in general; (2) changing health care delivery needs; and (3) the desire of Swedish to not lose market share to other health-care providers with which it competes.

Determining the exact amount of space that might be required to satisfy the demands of those three trends is not an exact science, Swedish has chosen to use the figure of a 3% increase compounded annually to arrive at 1.55 million S.F.

Even if one accepts that 3% per year compounded annually is a reasonable figure to assume for future growth needs, that figure is not tied to future growth needs at this particular campus. The drivers of need for growth that Swedish cites --- growing patient population, changing delivery methods, and the desire to out-compete other providers --- are all applicable to the *overall* need of Providence and Swedish and do not inform the real question here: *What is the appropriate amount of growth in this particular place?*

Why is the estimate of 3% compounded annually accepted by the DEIS without question, regardless of the impact that level of development would have on the neighborhood? Baby-boomers were aging just as fast ten years ago or so when Swedish planners concluded the campus was too large for any foreseeable needs and sold half of it to the Sabey Corporation which had speculative plans to attract biotech research business to the location. The final EIS must do more to answer these questions the DEIS avoided.

Swedish Medical Center is a part of Providence Health and Services. Providence Health & Services is the largest health care provider in Washington and has hospitals, clinics, senior care centers, hospice and home health services across the state and region. The Swedish branch of Providence alone has five sites with hospitals in King County, including three in Seattle, and two in nearby Snohomish County. To what extent could Swedish's stated desire for new space be satisfied by placing some of it on other campuses, including those that are not within small scale residential zones?

The DEIS is absolutely silent on that. Instead, the DEIS without question accepts the Swedish space "wants" and calls them "needs". As a consequence, the DEIS fails to suggest or describe the only development scenario which reasonably could mitigate substantial environmental impacts.

It is *not* the policy of the City of Seattle to allow the development of major institutions in residential neighborhoods to whatever extent the applicant requests. Rather, the Land Use Code charges the Department of Planning and Development (DPD), and finally the City Council, with determining that certain conditions exist. The overarching conditions are set forth in SMC 23.69.002, the "Purpose and Intent" section of the Major Institution Overlay District zone. Those purposes and intent include:

A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;

B. Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.

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5. Your comments on space needs are noted. Section A.3 of the Master Plan discusses the basis for Swedish's request.

6. See response to Comments 3 and 5.

7. See response to Comment 4.

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C. Encourage the concentration of Major Institution development on existing campuses, or alternatively, the decentralization of such uses to locations more than two thousand five hundred (2,500) feet from campus boundaries;

D. Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones;

...

An initial determination, then, as required by the Land Use Code is to determine the *appropriateness* of the suggested institutional growth. The extent of what is *appropriate* is not to be determined by the institution, but rather the City is to make that determination. The DEIS simply accepts, without any analysis, the amount of growth claimed to be appropriate by the applicant, Swedish Medical Center. It provides no objective assistance to the decision makers.

Clearly the livability and vitality of the Squire Park neighborhood would be adversely affected by a complex of 2.7 million square feet. The total of activity carried on in and around that space would be significantly incompatible with small scale residential use --- activity which, notably, includes 11,000 vehicle trips per day. *11,000 vehicle trips per day in what is intended to be a single family and low rise residential zone.*

The several development scenarios which Swedish has set forth include building of 100 to 200 feet tall. The height, bulk, and scale of such buildings in relation to the surrounding neighborhood whose height limits are thirty feet, and where development typically includes generous setbacks and large yards, would be breathtakingly incompatible.

The DEIS suggests that landscaping and setbacks of such buildings would be satisfactory mitigation. While that will be important in whatever level of development is finally approved, no amount of landscaping or setbacks can adequately mitigate the impact on the neighborhood and on individual residences presented by an array of buildings ranging from 100 to 200 feet tall.

On the other hand, the alternative which could effectively mitigate the environmental impact would be to significantly limit height, bulk and scale by reducing the development total to a figure significantly less than 2.7 million S.F. The final EIS should analyze that alternative which the draft EIS failed to do.

The requirement of the Land Use Code is that the decision maker, the City Council, balance a Major Institution's ability to change and the livability and vitality of the neighborhood. This DEIS provides no assistance to the City Council in reaching that balance. Rather, the draft EIS simply notes that the applicant's large building will have setbacks and landscaping and therefor no further analysis is necessary.

In regards to the locations that Providence or Swedish might acquire to satisfy some of its needs, most notable is the approximately 50% of this campus which Swedish sold to the Sabey Corporation. In order for the DEIS to provide the information necessary for DPD and the City Council to make a decision, the DEIS should analyze, impartially and without bias, the ability of Swedish to satisfy its projected needs in those parts of the existing Major Institution Overlay area that are now occupied by those attracted by the Sabey Corporation.

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Cont.

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8. The requirements for the contents of the DPD Director's Report are found in SMC 23.69.032.E.
9. Existing traffic volumes in the vicinity of the Swedish Cherry Hill campus are described in Section 3.7 of the EIS and are approximately 6,000 vehicles per day (Table 3.7-3). Swedish is proposing to develop the campus over an extended period of time (approximately 30 years) and future estimates of traffic volumes of approximately 11,000 vehicles per day would be at full build-out of the campus in year 2040. These numbers take into account background traffic (traffic other than that generated by Swedish), and are estimates without the benefits of the Transportation Management Plan (TMP). The TMP is intended to both reduce traffic volumes below the projected numbers, and to reduce parking needs, by decreasing the number of people who drive alone to the Swedish Campus.
10. The existing MIO allows heights of 105 feet on the center campus, 65 feet on the west block and 37 feet on the east half-block. Swedish has proposed a new Alternative 12 in response to CAC comments that heights be concentrated toward the west, or center of the campus. The maximum height on the west side of campus would be 150 feet. On the east side of campus, adjacent to single-family, Swedish is proposing a 25-foot setback along the east property line, and heights varying from 15 feet, 37 feet to 50 feet. For Alternative 12, Swedish has proposed an additional 5-foot setback (total of 30-foot setback) for portions of the structure above 37 feet in height.
11. Your comments on the effectiveness of landscaping and setbacks are noted.
12. SMC 25.05.440.D EIS Contents requires that EIS include an analysis of the proposal and reasonable alternatives. *"Reasonable alternatives shall include actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation. a. The word "reasonable" is intended to limit the number and range of alternatives, as well as the amount of detailed analysis for each alternative. b. The "no-action" alternative shall be evaluated and compared to other alternatives. c. Reasonable alternatives may be those over which an agency with jurisdiction has authority to control impacts either directly, or indirectly through requirement of mitigation measures."*
13. SMC 23.69.032.E.2 requires that the Director determine whether the planned development represents a *"reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods."* This determination will be made in the DPD Director's Report following completion of the EIS and Final Master Plan process.
14. The Master Plan acknowledges (page 2) that: *"in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and*

The Land Use Code provides that Major Institutions, universities and medical institutions, may take advantage of special privileges in development standards and use. The Land Use Code also defines "Major Medical Institutions" as a "licensed hospital", SMC 23.84.025"M". A significant portion of the existing MIO is occupied by uses which are not those of a licensed hospital. Providence/Swedish appears to suggest that those portions of its campus are off limits for its future needs. That is, those portions that are occupied by, for example, the Northwest Kidney Center and Lab Corp --- occupants attracted by the Sabey Corporation after Swedish sold half of its campus. Those uses are not "licensed hospitals".

There is no support in the Land Use Code for a Major Institution divesting itself of half of its campus and then later claiming it is "at capacity" and must have permission to develop the remaining portion with buildings over 100 feet tall. This is a perversion of the intent of the Major Institution Master Plan sections of the Land Use Code and the Department of Planning and Development, which is the lead agency in this proceeding should not allow the final EIS to ignore that.

A location on the Swedish/Sabey campus that particularly illustrates the shortcomings of the DEIS is the portion of the campus east of 18th Avenue, separated from the adjacent single family zone by nothing more substantial than a line on the map. The Land Use Code is replete with provisions requiring significant buffers between zones of such divergent intensities. Through the previous MIMP for this campus the MIO boundary was allowed to cross to the east of 18th Avenue. That street would have been a natural buffer providing some of the necessary transition. The boundary was allowed to be placed east of 18th Avenue only under specific circumstances. That is, the institutional development to the east of 18th Avenue would be limited to 37 feet in height, would consist of several separate buildings, and would house uses of relatively low impact.

The extraordinary challenge of permitting institutional development adjacent to the backyards of single family homes was recognized by the City Council twenty years ago. The drafter of the DEIS has little appreciation of that and casually dismisses the severity of the impacts.

As the DEIS recognizes, without follow through, the core environmental issues in this case revolve around the conflict between the institution's desired plan for its campus and the public's plan for the City --- that is the Seattle Comprehensive Plan, "Toward a More Sustainable Future."

The Comprehensive Plan provides that developments of great height, bulk, and scale; developments that are major employment centers; developments that are major traffic generators, should be located in Urban Villages and Urban Centers. The Swedish Central Area campus is not in an Urban Village or Urban Center.

The Comprehensive Plan provides that areas designated low rise residential should be protected and supported so that that type of residential environment is available to some Seattle residents. The Swedish Central area campus is in a single family and low rise residential zone.

One issue that well illustrates why such a massive development as proposed by Swedish should be in an Urban Village or Urban Center is the issue of transportation. The institution could try to do a number of things to reduce Single Occupancy Vehicle (SOV) traffic to and from the campus. Carpooling, walking, and bicycling can be encouraged. Transit passes can be provided. However, the fact remains that this location is served by only two all-day bus routes, Metro route 3 and route 4. Several special peak hour

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house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements..." Within the campus, Swedish owns and operates the hospital; whereas, Sabey owns and manages the property associated with research, clinical, and auxiliary uses.

16

15. In addition to determining whether a major institution is a "Major Medical Institution" or an "Educational Major Institution", SMC 23.69.008 Permitted uses allows for "*All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and shall be permitted in the Major Institution Overlay (MIO) District. Major Institution uses shall be permitted either outright or as conditional uses according to the provisions of Section 23.69.012. Permitted Major Institution uses shall not be limited to those uses which are owned or operated by the Major Institution.*"

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16. See response to Comment 14.

17. See response to Comment 10.

18. See response to Comment 10.

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19. Neither the Seattle Comprehensive Plan nor the Seattle Land Use Code require that Major Institutions be located within Urban Villages or Urban Center. As noted in the City Council's approval of the Seattle Children's MIMP (Ordinance 123263) Conclusion 28: "*The City's Land Use Code (SMC Title 23) and substantive SEPA Policies (SMC 25.05) authorize reference to the City's Comprehensive Plan as a basis for review of a proposed MIMP only with respect to specific Comprehensive Plan policies identified in these ordinances, neither of which include policies related to the "urban village" strategy described in that plan. Therefore the Council lacks authority to consider these policies as a basis for its decision whether to approve the proposed MIMP.*"

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20. See response to Comment 19.

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21. See response to Comment 19. In Section D of the Master Plan, Swedish has provided additional information on its proposed TMP.

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Metro routes serve the institution. However, providing special bus routes is not financially efficient and it's unrealistic to expect that that could ever provide the level of service necessary for the development proposed by Swedish.

The Comprehensive Plan, and the policies and public investment carried out pursuant to the Comprehensive Plan, have and will create areas of more robust transit service. In particular, areas that are served by light rail and frequent bus service from different directions. Those areas are in Urban Villages and Urban Centers.

If the Swedish/Sabey plan is authorized to take place outside of an Urban Village, there will be one or more consequences: The neighborhood will be required to bear street congestion and vehicle traffic that is out-of-scale for the neighborhood; the City may be forced to widen streets; and the public will be asked to allocate limited transit resources to an area that otherwise would not require it.

An instructive example of the inadequacy of the DEIS is found in what passes for analysis of alternatives that might mitigate the impacts of greenhouse gas emissions. The DEIS admits that "(t)ransportation plays a major role in climate change ...," page 3.1-9. The alternative clearly most effective in mitigating the impact that would be caused by 11,000 daily vehicle trips is to direct the function that generates many of those trips to future development in an area close to a light rail station. The DEIS does not analyze that alternative. Rather, it recites transportation management measures of the same kind that Swedish has claimed to have been using over the past twenty years. Those are the same measures which, for more than twenty years, have been unsuccessful in reducing SOV traffic to the level required by law. The one element that might be successful, more robust transit service, is beyond the financial commitment of Swedish and the public. The final EIS should analyze an alternative which moves some jobs to transit centers rather than speculation on the effectiveness of methods proven to be less than adequate in serving the present campus which is only a fraction the size of that which Swedish plans for the future.

Swedish is presenting a variation on an argument so often heard today that a serious response to climate change must defer to other more important plans. Perhaps later, when it's more convenient we can do something about climate change.

Individuals in households throughout Seattle are asked to take steps that are sometimes inconvenient or more --- all to do a small part to further the City's goals to reduce greenhouse gas emissions. However, can it be that a large project that would generate 11,000 vehicle trips a day is not even asked to consider directing some of those trips to rapid transit in the most effective way possible ---- locating near a rapid transit station?

It is the job of the Environmental Impact Statement to analyze alternatives that would allow future Swedish development to be consistent with the Comprehensive Plan.

SMC 25.05.030 states the following:

B. Agencies shall to the fullest extent possible:

...

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Cont.

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22. See response to Comments 19 and 21.

23. The Greenhouse Gas emission calculations include the transportation portion of a development. See response to Comment 12.

24. Your comment on climate change is noted.

25. Requiring the relocation of an existing Major Medical Institution to a new location near a rapid transit station is not a reasonable alternative as defined by the SEPA ordinance. SMC 23.69.030 Contents of a Master Plan requires the preparation of a TMP, including specific programs to reduce traffic impacts and to encourage the use of public transit, carpools and other alternatives to single-occupant vehicles. The proposed TMP is under discussion with the City and community currently, including consideration of additional elements,

26. Your comments on the content of the EIS are noted.

2. Find ways to make the SEPA process more useful to decision makers and the public; promote certainty regarding the requirements of the act; reduce paperwork and the accumulation of extraneous background data; and emphasize important environmental impacts and alternatives;

3. Prepare environmental documents that are concise, clear, and to the point, and are supported by evidence that the necessary environmental analyses have been made;

...

7. Identify, evaluate, and require or implement, where required by the act and these rules, reasonable alternatives that would mitigate adverse effects of proposed actions on the environment.

Reasonable change by Swedish Medical Center and the Comprehensive Plan both can be respected. A final EIS that analyzes the ways in which that can be done is necessary.

The drafter of the Draft Environmental Impact Statement has not observed the purpose of an Environmental Impact Statement. That purpose is to provide the decision maker with unbiased information and analysis upon which a decision can be made. The information contained in the DEIS is almost entirely provided by Swedish and Sabey. The SPCC requests that the final EIS adopt a mode of impartiality, rather than bias toward the applicant.

Thank you for your consideration.

Joanna Cullen, President
Squire Park Community Council

Postcards

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To: Seattle Department of Planning and Development
 Re: Swedish-Providence Cherry Hill MIMP,
 project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

Swedish-Providence must provide appropriate charity care and medical debt forgiveness as a public benefit, must support affordable housing for our neighbors, must minimize its impact on traffic by supporting our bus service and safe bicycle infrastructure, must provide good jobs that include affordable benefits, and must give back to the community in a way befitting a corporation that made \$253 million in profits last year.

My thoughts:

Reduce community debt & improve the parking for those living in the community.

Sincerely, *Nicole Abueg* *Nicole Abueg*

Name *Nicole Abueg*

Address *518 28th Ave. S.*

Seattle, WA 98144

Home email *nici.abueg@gmail.com*

Cell phone *206.658.3727*

RECEIVED
 JUL 08 2014
 DEPT. OF PLANNING AND DEVELOPMENT

Nicole Abueg

1. Your comments concerning community debt and neighborhood parking are noted.

1

20

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
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My thoughts:

_____ ✓ *adm*

_____ RECEIVED
MAY 13 2013
SEATTLE PLANNING
DEPARTMENT

Sincerely, *T. Anderson*

Name Terri Anderson
Address 1516 E Fir St
Seattle WA 98122
Home email aterrri3@yahoo.com
Cell phone _____

Terri Anderson

- 2. Your comments concerning height, bulk and scale, charity care, traffic and transportation, and jobs are noted.

2

64

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Listen to the community. I'm a senior citizen yet trying to make sure our neighborhood stays good!

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *Eli Roy Andrews*

Name *EL* ?
Address ?

Home email
Cell phone

Eli Roy Andrews

3. Your comments concerning the community and neighborhood are noted.

3

30

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
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My thoughts:

Swedish should treat their patients more better than they do. Because everybody has feelings about health care.

LDRM

RECEIVED
JUN 06 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name *La Wayne Armstrong*
Address *211 9 E. Yester Way #103*
98101
Home email *(206) 328-5542*
Cell phone *(206) 481-3459*

4

La Wayne Armstrong

4. Your comments concerning patient care are noted.

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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✓OKM

My thoughts:

I note a number of requests in the Swedish Cherry Hill plan to decrease set-backs from the street and increase height allotments. As a residential neighbor I think it important to keep green space and not make excessive "sun shadowing" or too tall of buildings for our neighbors.

It also seems that proposed buildings project not siphon charity care monies for our community.
Sincerely, Wendy Atkinson

Name Wendy Atkinson
Address 1424 31st Ave.
Seattle, WA 98122
Home email Windorwater@yahoo.com
Cell phone 216 233 1914

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

Wendy Atkinson

- 5. Your comments concerning setbacks, heights, green space, and shadows are noted.

5

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Swedish listen to the community
and help out.

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, *JAKM*

Name *Javier Aila*

Address *2201 S Main st apt #202*

Home email *javierailascerra@yahoo.com*

Cell phone *(206) 619-8146*

Javier Aila

6. Your comment concerning the community is noted.

6

49

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
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My thoughts:

I like Swedish Cherry Hill hospital but I think the service is way out of reach of local citizens

adm

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name Hussein Babikov
Address 161 15th ave
Seattle WA 98122
Home email
Cell phone

Hussein Babikov

7. Your comment concerning services to local citizens is noted.

7

63

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Pay it forward!

RECEIVED
MAY 27 2014
DEPT OF PLANNING & DEV
-LEVEL ADJUTANT

Sincerely,

Name Georgia Bakke-Tull ?

Address _____

Home email _____

Cell phone 509-860-3424

Georgia Bakke-Tull

8. Your comment is noted.

8

54

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Expand charity care for
all eligible!

RECEIVED
JUL 05 2014
DEPT OF PLANNING AND
DEVELOPMENT

✓ dkm

Sincerely,

Name Rosie Bancroft
Address 206 20th Ave
Seattle, WA 98122
Home email reksb144@yahoo.com
Cell phone

Rosie Bancroft

- 9. Your comment concerning charity care is noted.

9

78

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

INCREASES IN FAMILY
CARE SUPPORT HAS IN
THE PAST HAD A BIG
IMPACT ON POSITIVE
FEELINGS IN A DIFF-
ICULT SITUATION AS
A STAFF NURSE THIS HAS
DRASTICALLY
CHANGED IN THE PAST
2-3 YEARS. MEALS FOR A
Sincerely, FEW NEEDY PEOPLE

Name WOLFE POLE NILES
Address DENNIS BATE
4722 S. BENNETT ST
Home email 98114
Cell phone derm

Dennis Bate

10. Your comments on family support and meals to the needy are noted.

10

15

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

4 **Swedish-Providence needs to be a good neighbor.**

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Women's health & reproductive
care is under attack
already. Do NOT let
bishops & misogynistic
creeds dictate MY health
care choices.

RECEIVED
JUL 15 2016
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, Eowyn Boughman

Name Eowyn Boughman ✓ ERM
Address 2101 E Terrace St
Seattle WA 98122
Home email eowyn42@gmail.com
Cell phone

Eowyn Boughman

11. Your comment concerning women's health care is noted.

11

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Support our community and help women access safe healthcare!

JAKM

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name Julie Anne Behar
Address 106 15th Ave
Seattle WA 98122

Home email _____
Cell phone _____

Julie Anne Behar

12. Your comments concerning community and women's access to health care is noted.

12

43

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

w'd like to see a concrete plan before you allow them to move forward with their expansion.

Idm

RECEIVED
JUL 15 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Anatole Nagy & David Bennett

Name ANATOLE NAGY & DAVID BENNETT

Address 2115 S WASHINGTON ST
SEATTLE 98144

Home email lukestops@hotmail.com

Cell phone 907 250 2241

Anatole Nagy

13. One of the purpose and intent statements of the Major Institution section of the Land Use Code (23.69.002) is: "Through the master plan: 1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth;" The Master Plan is intended to be a long-term planning framework to accommodate the changing needs of the institution and health care in general.

13

9

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

Swedish-Providence must provide appropriate charity care and medical debt forgiveness as a public benefit, must support affordable housing for our neighbors, must minimize its impact on traffic by supporting our bus service and safe bicycle infrastructure, must provide good jobs that include affordable benefits, and must give back to the community in a way befitting a corporation that made \$253 million in profits last year.

My thoughts:

High concern. Its respect
neighborhood

14

RECEIVED
JUL 03 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,



Name

Laura Bolan

Address

343 15th Ave
98122

Home
email

Cell
phone

Laura Bolan

14. Your comment concerning respect for the neighborhood is noted.

69

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

BE A FAIR + CARING NEIGHBOR!

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, Patrick Boyd ?

Name PATRICK BOYD

Address 2217 E YESLER Canon House

Home email _____

Cell phone _____

Patrick Boyd

15. Your comment is noted.

15

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

My priorities
• *Bus service*
• *Bicycle infrastructure*
• *Parking for your employees*
• *Scale that fits the neighborhood*

RECEIVED
JUL 28 2013
SEATTLE DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *Todd Bralczyk*

Name *Todd Bralczyk*

Address *167 B 16th AVE
98122*

Home email _____

Cell phone _____

Jdkm

Todd Bralczyk

16. Your comments concerning bus service, bicycle infrastructure, employee parking and build scale are noted.

16

29

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I think a hospital should be affordable to all.

Jdkm

RECEIVED
JUL 18 2015
OFFICE OF PLANNING AND DEVELOPMENT

Sincerely, Bridget

Name Bridget

Address 160 20th Ave #102
Seattle WA 98122

Home email

Cell phone (206) 327 4530

17

Bridget

17. Your comment concerning affordability is noted.

44
To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Swedish needs to help the elderly

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, *LeRoy Brown* ?

Name *LeRoy Brown* .

Address *Canon House 23rd & Yesler*

Home email
Cell phone

LeRoy Brown

18. Your comment concerning help for the elderly is noted.

18

42

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Please help out
the low income folks
please

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,

Name Bonnie Burgess ?
Address Cannon House ?

Home email
Cell phone None

Bernice Burgess

19. Your comment concerning help for low-income people is noted.

19

57

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Parking!!!! Jerm

20

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, *Tracy Carlo*

Name *Tracy Carlo*

Address *522 - 17th Ave.*

Home email *single149@yahoo.com*

Cell phone *613-9634*

Tracy Carlo

20. Your comment concerning parking is noted.

47

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

We want a Community Benefits Agreement. *Idkm*
Swedish should be a good neighbor and forgive debt to local residents

Sincerely,

Name Cris Carney
Address 1512 E Fir
Seattle Wa
Home email cris.n-carney@gmail.com
Cell phone 425-445-3989

RECEIVED
JUL 18 2014
DEPT OF PLANNING AND DEVELOPMENT

Cris Carney

21. Your comments concerning a community benefits agreement are noted.

21

41

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

It doesn't seem to me that Swedish needs to expand. Their hospitals are numerous in this area as well as others. Plus, if you need space for more care, why sub-let?

Sincerely,

Name

Jordan Cassidy

Address

201 15th Ave

Home email

jordan.cassidy@gmail.com

Cell phone

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

JRM

Jordan Cassidy

22. Yours comments concerning expansion are noted.

22

16

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Swedish Providence should have better healthcare & become a beacon for the community.

JDKM

RECEIVED
JUL 09 2014
SEATTLE DEPARTMENT OF PLANNING AND DEVELOPMENT

Sincerely,

Name Ernest S. Covington 3rd
Address 104-21st Ave #204
Seattle Wa 98122
Home email covington-ernest@yahoo.com
Cell phone 206-291-7265

Everett Covington

24. Your comments concerning better healthcare are noted.

24

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

They are slave drivers.

?

RECEIVED
JUL 27 2014
DEPT OF PLANNING & DEVELOPMENT

Sincerely,

Name Mike [Signature]

Address 2014 E Alder St Apt 102

Home email _____

Cell phone _____

Mike

25. Your comments are noted.

25

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

✓ JRM

Parking - More Affordable for
pts + family
Temporary
Housing for families that travel
long distances, need tickets

No cuts to health care benefits
Free Health Fairs - Reach out

Sincerely, Mary Ann Deir Employee
Cherry Hill Campus

Name _____

Address _____

Home email _____

Cell phone _____

RECEIVED
JUL 05 2016
DEPT OF PLANNING AND
DEVELOPMENT

Mary Ann Deir

26. Your comments concerning more affordable parking, temporary housing, health care benefits, and health fairs are noted.

26

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

The CD is not the place for Swedish to expand: the height of the building the increase in traffic, the reduction in parking all make me feel ~~it~~ it's not right for the neighbourhood.

Sincerely,

Name BEN DEMAR

Address 723 21ST AVE
98122

Home email _____

Cell phone 206 992 4752

✓CDRM

RECEIVED

JUL 03 2014

DEPT OF PLANNING AND DEVELOPMENT

Ben Demar

27. Your comments concerning expansion, height, traffic, and parking are noted.

27

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Public Comments

3012953

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Swedish has the right intention but the wrong approach. Please make sure to at least try your best to make right with the community before trying to expand your facility. If there is medical debt that needs to be forgiven, that would be the first step to showing our community that you are here for us before you go for profits. It is a good business model ~~one~~ on the back →

Sincerely,

Name Ramata Diebate
Address 140 23rd Ave. S #403
Seattle, WA 98144
Home email 206-359-1850
Cell phone same

RECEIVED
JUL 03 2014
DEPT OF PLANNING AND DEVELOPMENT

✓dkm

Ramata Diebate

28. Your comments concerning the community and medical debt are noted.

28

Swedish-Providence:

Be a good neighbor

over all and ensures trust. I hope everything goes well for everyone. Ramona

Swedish-Providence is a multi-billion dollar company that shouldn't be leaving its neighbors behind. In 2013, Providence booked **\$11.1 billion in operating revenue** and posted **total profits** (including investment returns) of **\$253 million**. It can afford to do better for our community.

Now that it's requesting community approval for a major expansion of its campus at Cherry Hill, neighbors are uniting to demand the company step up and be a good neighbor by making its campus buildings better fit the neighborhood, forgiving medical debt, investing in neighborhood transit and schools, supporting affordable housing, and providing good jobs.



28

Cont.

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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✓CRM

My thoughts:

I strongly hope that Swedish-Providence in good faith changes its current position and redistributes its earnings/profits back into the community that surrounds it and has helped them get to the status it is at now. Be the Good Neighbor that this community has been to you when the sisters opened their doors here.

Sincerely,

Name

Leilani Farr

Address

Home email

leilanifarr13@gmail.com

Cell phone

206 355 8747

RECEIVED
JUL 13 2014
DEPT OF PLANNING AND DEVELOPMENT

Leilani Farr

29. Your comments concerning earnings and profits are noted.

29

35

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

WOULD LIKE NON-URGENT CARE
WEEKEND CARE PROVIDED,

✓ JRM

RECEIVED
MAY 14 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name FRANK FEETHAM

Address 207-21st AVE

SEATTLE, WA 98122

Home email -

Cell phone -

Frank Feetham

30. The Seattle Country Doctor Community Health Center currently provides after-hours clinic on Saturdays and Sundays from noon until 10:00 pm.

30

39

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

DON'T MIND THE PROCESS, BUT SUPPORT THE NEIGHBORS AND IMPROVE HOUSING FOR LOW INCOME PEOPLE.

John

RECEIVED
JUL 13 2017
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, Freddie Green

Name: Freddie Green
Address: 104 27th Ave, #101
Seattle, WA, 98122
Home email: 206-324-2125
Cell phone:

Freddie Green

31. Your comments concerning the neighbors, housing and low-income people are noted.

31

46

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Agree with Above statements

_____ / JRM

RECEIVED
JUL 18 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name Jake Hagan

Address 1512 A E Fir

Seattle WA 98122

Home email Jake.mhagan@gmail.com

Cell phone _____

Jake Hagan

32. Your comments concerning height, bulk and scale, charity care, traffic and transportation, and jobs are noted.

32

36

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Swedish needs to improve charity care and forgive medical debt

Jackie Heins
Jackie Heins / JAH

Sincerely,

Name 202 24th Ave
Address SEATTLE WA 98144
Home email
Cell phone

RECEIVED
MAY 06 2014
DEPT OF PLANNING AND DEVELOPMENT

Jackie Heins

33. Your comments concerning charity care and medical debt are noted.

33

24

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I support the mitigation of impact of Providence of this neighborhood.

RECEIVED
JUL 05 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

[Signature]

Name

BETH HARTE

Address

?

Home email

beth.harte@emborgma.com

Cell phone

Beth Harte

34. Your comments are noted.

34

58

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I think it's pointless
We need other things

JAKM

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,

Name - TeAunnan Hickman
Address 27606 Pacific Hwy S.
Federal Way 98003
Home email
Cell phone 206 850-2240

TeAunnan Hickman

35. Your comments are noted.

35

66

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Please, make sure that healthcare is affordable for Swedish employees. Metro is the primary transportation for a lot of Swedish employees, with that being said our bus service will be cut or re-routed that will make our commute longer and very uncomfortable, because of standing room only.

Sincerely,

Name Swedish Employee, Renee Holland

Address Cherry Hill Campus

Home email
Cell phone

RECEIVED
JUL 15 2014
DEPT OF PLANNING AND DEVELOPMENT

Renee Holland

36. Your comments concerning the affordability of healthcare and bus transit for employees is noted.

36

14

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I was born in Swedish hospital
however now I would never
be able to afford it now
myself

Johm

RECEIVED
MAY 08 2016
SEATTLE PLANNING AND
DEVELOPMENT

Sincerely, *Amelia Holmes*

Name *Amelia Holmes*

Address *123 21st Ave Apt. A
98122*

Home email

Cell phone *(206) 949-9384*

Amelia Homes

37. Your comments are noted

37

10

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

hospital needs to forget
medical dept.

JRM

RECEIVED
JUL 13 2016
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, *Kevin Huang*

Name *Kevin Huang*

Address *159 15th Ave Seattle WA
98122*

Home email _____

Cell phone _____

??

38. Your comments are noted.

38

53

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I do not support expansion

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT
JRM

Sincerely, *[Signature]*

Name *Pam Hurley*

Address *2014 E. YESLER WAY #212
Seattle 98122*

Home email
Cell phone

Pam Hurley

39. Your comment is noted.

39

48

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

Y The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Additionally, please ensure that parking of residents in the immediate area is not impacted.

RECEIVED
JUL 18 2014
DEPT OF PLANNING AND DEVELOPMENT

John

Sincerely, Melanna Kallionakis

Name Melanna Kallionakis

Address 320 15th ave

Seattle, WA 98122

Home email

Cell

phone

Melanna Kallionakis

40. Your comment concerning parking for residents in the neighborhood is noted.

40

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

Swedish-Providence must provide appropriate charity care and medical debt forgiveness as a public benefit, must support affordable housing for our neighbors, must minimize its impact on traffic by supporting our bus service and safe bicycle infrastructure, must provide good jobs that include affordable benefits, and must give back to the community in a way befitting a corporation that made \$253 million in profits last year.

✓ arm

My thoughts:

Real Swedish leadership,
While the desire to expand
is understandable I urge
you to consider the needs
of the neighborhood. In
addition the needs of those
requiring charity care must
be provided for.

Sincerely,

Laurie Kazanjian
RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Name

Laurie Kazanjian

Address

1900 E Spruce
Seattle WA 98122

Home
email

Lkaz22@earthlink.net

Cell
phone

206.324.1014

Laurie Kazanjian

41. Your comments on the needs of the neighborhood are noted.

41

50

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Please make sure that everyone's voice is heard!

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *Sam Kennedy*

Name *Sam Kennedy*

Address *119 15th Ave.*

Seattle, WA 98122

Home email _____

Cell phone _____

Sam Kennedy

42. Your comment is noted.

42

79

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

As a Employee of Swedish Medical Center and a resident of Squire park. I would like for Swedish put money and opportunity for the surrounding neighborhood. If they want to expand Cherry Hill Campus. Swedish Medical Center has the ~~ability~~ ^{wealth} to provide ~~the~~ quality service to the community and the Employee who give care for that community

✓ DRM

RECEIVED
OCT 15 2018
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name Lewis D. Leaks
Address 1500 E. Cherry St #203
Seattle Wash 98122
Home email _____
Cell phone _____

Lewis Leaks

43. Your comments are noted.

43

25

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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✓ JCRM

My thoughts:

I came to work here 27 years ago in part because of Providence's commitment to people who were poor and sick in the city. The new Providence seems to do the least for the community now. I hope Providence can see a way to support the people with limited means here on Long Hill

Sincerely,

*RECEIVED
JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT*

Name Steve Legault
 Address 129 N 180 - Cherry Hill
employee since 2.12.79
 Home email slego@hotmail.com
 Cell phone 206-384-8254

Steve Legault

44. Your comments concerning Providence are noted.

44

59

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

There are other important things for Health care that this money for expansion can go towards.

People NEED affordable healthcare so they can actually go to the hospital.

Sincerely, Meadalleen Leland

Name Meadalleen Leland

Address 4624 S. 215th Pl
Kent, WA 98032

Home email meadalleen1@gmail.com

Cell phone (206) 327-8102

JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

Meadalleen LeLand

45. Your comments on affordable healthcare are noted.

45



17

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

forgive medical debt & improve
charity care

✓ JRM

RECEIVED
JUL 21 2011
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,

Name Sally JRM

Address 155 21st Seattle WA 98122

Home email sallyjrm76@hotmail.com

Cell phone (206) 856 1560

Sally

46. Your comments on medical debt and charity care are noted.

46

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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JARM

My thoughts:

I have lived walking distance from Swedish Hospital etc. (homeowner with 5 children) for 25 years. I have avoided Swedish Hospital because they are not responsive to the community or the patient. I find the 3 other major hospitals outstanding by comparison. I would be opposed to their expansion

Sincerely,

Name Karen Little
Address 304 21st Ave
Seattle WA 98122
Home email _____
Cell phone _____

RECEIVED
MAY 08 2018
DEPT OF PLANNING AND DEVELOPMENT

Karen Little

47. Your comments are noted.

47

20

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Keep the community in mind.

Jorm RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name *Michael Manning*

Address *2211-A East Yester Way
Seattle, WA 98101*

Home email _____
Cell phone _____

Michael Manning

48. Your comments concerning the community are noted.

48

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I have lived in this community for over 20 years and have many friends that also live in the community. As an employee of Swedish Medical Center I would like to be able to offer supportive assistance to them and my neighbors in support of Swedish keeping to their agreements. I support the amended good neighbor proposal.

Sincerely,

JRM

RECEIVED

Name Gloria Martin
Address 906 25th Ave
Seattle WA 98125
Home email gkomala@a.g.com
Cell phone 206-409-0075

Gloria Marstin

49. Your comments concerning a good neighbor proposal are noted.

49

22

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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Vdkm

My thoughts:

My out of pocket expenses for medical is increasing and my salary is not. Since we now have to reach our deductible before seeing the Dr I see people are not going when they are sick and end up much sicker before going. I think that this neighborhood should be taken care of. Many of our patients come from here.

Sincerely,

Name Alice McCarthy
Address 44512 SE 15th Place
North Bend, wa 98045
Home email northbenders@gmail.com
Cell phone _____

RECEIVED
MAY 08 2014
DEPT OF PLANNING AND DEVELOPMENT

Alice McCarthy

50. Your comments concerning healthcare expenses and the neighborhood are noted.

50

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

give a little, not take so much!

Jdrm
RECEIVED
JUL 18 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,

John D. Metallidis

Name

1601 main st

Address

Seattle WA 98122

Home
email

Cell
phone

John M

51. Your comments are noted.

51

62

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

As a Swedish Cherry Hill fulltime employee who lives in West Seattle, I took the bus to work for 3 years. The downtown transfer could add 20 minutes to my commute each way & I got tired of that so now I drive again. If we had better bus service the bus would be a better option.

Sincerely, Mary Morgan RN *[Signature]*

Name _____

Address 3111 SW Spokane St
Seattle WA 98126

Home email _____

Cell phone 206 313-9903

RECEIVED
MAY 13 2014
DEPT OF PLANNING AND
DEVELOPMENT

Mary Morgan

52. Your comments concerning transit use are noted.

52

15

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Swedish needs to be sensitive to community needs, along with its expansion

RECEIVED
JUL 05 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name BRUCE MORRISON
Address 170 15th AVE 98122
Home email BM
Cell phone /erm

Bruce Morrison

53. Your comments concerning the community are noted.

53

73

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Swedish needs to remember why they do the work they do and have their practices reflect humanitarian values word.

JKM
RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *Jeffrey L. Nichols*

Name *Jeffrey Lloyd Nichols*

Address *2611 SW Nevada St
Seattle WA 98126*

Home email

Cell phone *(847) 849 9609*

Jeffrey Nichols

54. Your comments are noted.

54

72

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Please help the community by giving back more towards health care

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *Brigitte Munnery*

Name *Brigitte Munnery*

Address *203 23rd Ave Seattle, WA
98122*

Home email _____

Cell phone *(206) 370-1700*

Brigitte

55. Your comments are noted.

55

33

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

A scalable campus would serve and benefit the community, the organization and its reputation within the community.

✓JRM

RECEIVED
JUL 25 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,

Name M. O'Halloran
Address 1523-A 30th Ave S
Seattle WA 98144
Home email Lucinda@blarg.net
Cell phone _____

M.

56. Your comments concerning the scale of the campus are noted.

56

56

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Y

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

As a resident living 3 blocks away from the Swedish campus, ~~at all~~ I would appreciate the above recommendations. My neighbors have difficulty finding parking spaces presently - so I'd be even more frustrating for us to see less parking availability.

Sincerely, *Thank you!*
Tina Pinedo ✓ JRM

Name Tina Pinedo
Address 209 15th Ave.
Seattle, WA 98102
Home email tina@pinedo.net
Cell phone 925-256-1434

RECEIVED
JUL 03 2014
DEPT OF PLANNING AND DEVELOPMENT

Tina Pinedo

57. Your comments concerning parking availability are noted.

57

40

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

Swedish Providence should consider moving into another area that would not be as greatly affected by their presence.

RECEIVED
JUL 03 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely,  Jerm

Name Chrystal Prone

Address 1420 E Yesler way # 1
Seattle, WA 98122

Home email _____

Cell phone _____

Chrystal Prone

58. Your comments concerning location are noted.

58

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

I agree whole heartedly in the statement above. Swedish's expansion has already increased traffic and parking problems in my neighborhood and even on my street in front of my house.

Sincerely,

Melanie Reeder

Name

Melanie Reeder

Address

713 - 22nd Ave

Seattle WA 98122

Home email

melanier7@msn.com

Cell phone

206.322.6318

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

✓ dkm

Melanie Reeder

59. Your comments concerning traffic and parking are noted.

59

55

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

If the medical facility is going to expanding they should be conscious of the bus system and making that accessible for patients, as well as people in the community

Jdrm

Sincerely,

[Handwritten signature]

Name

Meagan Shepherdberger

Address

125 15th Ave
Seattle, WA 98122

Home email

Cell phone

RECEIVED
JUL 05 2014
DEPT OF PLANNING AND DEVELOPMENT

Meagan S

60. Your comments concerning accessibility to transit are noted.

60

21

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Jdkrm

RECEIVED
MAY 13 2015
SEATTLE DEPARTMENT OF PLANNING AND DEVELOPMENT

Sincerely,

Name Carl Seymour
Address 1634 15th Ave Seattle 98122

Home email rivermac65@gmail.com
Cell phone _____

Carl Seymour

61. Your comments concerning height, bulk and scale, charity care, traffic and transportation, and jobs are noted.

61

67

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

As a current employee/RN
at the CH Campus Providence
should be investing their profits
into serving the patients that
walk into our doors. Quality
staffing should be a priority

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,

Name Gloria Smith - CH?

Address Campus

Home email _____

Cell phone _____

Gloria Smith

62. Your comments concerning staffing are noted.

62

77

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Swedish - like political candidates - make a lot of promises to get what they want. After they get what they want - the find loopholes to break their promises.

I am a Swedish employee and my wages are being threatened with garnishment after a rollover car accident. To come back physically from something like that is hard enough. Financially it's practically impossible. Swedish/Prov needs to lead in healthcare and not just put all their efforts into "surplus" and "margins".

Sincerely, Jude Spaith

Name Jude Spaith

Address 10318 SW Mukai Circle
Vashon, WA 98070

Home email jspaith1@yahoo

Cell phone 206.409.9475

Jude Spaith

63. Your comments are noted.

63

27

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

Swedish needs to provide good ^{affordable} care for people who live in the neighborhood.

RECEIVED
JUL 27 2014
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *Jed S* *JORM*

Name *Josh Swinsky*

Address *123 21st Ave S*

Home email _____

Cell phone _____

Josh Swinsky

64. Your comment concerning affordable health care is noted.

64

32

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

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My thoughts:

The Council and Swedish should have a focus of caring for the community, not retail sales. Swedish and Providence were built by this community to take care of it. We should all remember our purpose.
JRM

Sincerely, *David Tate*
Name David Tate
Address 111 16th St SE
Home email Dtate4safety@gmail.com
Cell phone _____

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND DEVELOPMENT

David Tate

65. Your comments concerning the community are noted.

65

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

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My thoughts:

It's inappropriate for Swedish to sell part of its campus to a for-profit developer and then wish to expand, especially considering that Sabey Corp's portion of the Swedish campus is no longer subject to Major Institution Master Plan obligations. I totally oppose Swedish's expansion plans for these & the reasons above.

Sincerely,

Name Kris Tulman

Address 161 22nd Ave.
98122

Home email _____

Cell phone 206-325-0508

JKRM

RECEIVED
JUL 02 2014
DEPT OF PLANNING AND DEVELOPMENT

Kris Tulman

66. The Master Plan acknowledges (page 2) that: "in 2002, Swedish sold 40% of the campus, including most of the buildings that provide outpatient services and house our physical offices to the Sabey Corporation. Since then, the Sabey and Swedish partnership has invested over \$100 million in capital improvements..." Within the campus, Swedish owns and manages the property associated with research, clinical, and auxiliary uses.

66

34

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

Swedish-Providence needs to be a good neighbor.

The Swedish-Providence proposal to expand in our neighborhood undermines the vitality and livability of our neighborhood. Its expansion must be of a height, bulk, and scale befitting our residential neighborhood.

Swedish-Providence must provide appropriate charity care and medical debt forgiveness as a public benefit, must support affordable housing for our neighbors, must minimize its impact on traffic by supporting our bus service and safe bicycle infrastructure, must provide good jobs that include affordable benefits, and must give back to the community in a way befitting a corporation that made \$253 million in profits last year.

My thoughts:

Please make sure to
provide affordable medicine

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely,

Name ASE

Address 1902 YESLER WAY

Home email

Cell phone 206-709-8084

Ase...

67. Your comment concerning affordable health care is noted.

67

79

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Stop the expansion for
the community

RECEIVED
JUL 08 2014
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely, *[Signature]* ?

Name _____
Address _____
Home email _____
Cell phone _____

??

68. Your comment is noted.

68

75

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

I feel like for 1 year and picking over in front of my family from is bad.

RECEIVED
JUL 28 2016
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, *[Signature]* ?

Name _____

Address _____

Home email _____

Cell phone _____

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69. Your comment concerning parking is noted.

69

76

To: Seattle Department of Planning and Development
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project #3012953, project address 500 17th Ave

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My thoughts:

*Focus on increasing
feasibility in creating
charity programs for
clients/patients.*

RECEIVED
JUL 08 2016
DEPT OF PLANNING AND
DEVELOPMENT

Sincerely



Name _____ ?

Address _____

Home email _____

Cell phone _____

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70. Your comments are noted.

70

52

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

*Too Much profit going
for expansion and not enough
to help the poor avoid the
high cost of Medical services*

Sincerely,

[Signature]
Name _____
Address *1911 E. Alder ?*

Home email _____
Cell phone _____

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JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

??

71. Your comments concerning profit, help for the poor, and cost of medical services are noted.

71

65

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

I support the seven points to the good neighbor contract b/c, as an employee of two different departments and campuses at Swedish over the last few years, I have seen firsthand the changes Providence has brought to the standards of care for both patients and employees.

Sincerely,

Name N.S.
Address Seattle, WA
Home email _____
Cell phone _____

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JUL 08 2014
DEPT OF PLANNING AND DEVELOPMENT

7

NS

72. Your comments concerning the good neighbor contract are noted.

72

27
To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

These topics are so important because providence is in a position to help our Community employees. I personally work very hard for Swedish Providence and have not been helped with a medical issue or general charity care to help me as there employees who had no insurance.

Sincerely,

RECEIVED
JUL 28 2014
DEPT OF PLANNING AND DEVELOPMENT

Name Holly Uquhart
Address 13421 24th Ave S. Apt #5
Seatac, wa 98168
Home email hollyjoy1120@gmail.com
Cell phone (200) 478-0622

Holly Uquhart

74. Your comment on charity care is noted.

74

57

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

PER TONY AMADIO AT THE CHERRY HILL CAREGIVERS MEETING, SWEDISH COSTS ARE LOWER THAN UW. HOWEVER, SWEDISH CHARGES HAVE OFTEN BEEN DOCUMENTED TO BE HIGHER THAN OTHER HOSPITALS. A GOOD Caring NEIGHBOR WOULD BE CONCERNED IN MAKING SURE LOCAL RESIDENTS DO NOT LEAVE THE HOSPITAL WITH EXCESSIVE BILLS DUE TO EXCESSIVE CHARGES.

Sincerely, *[Signature]*

Name JANE WAKAMATSU
Address _____
Home email _____
Cell phone _____

RECEIVED
JUL 28 2010
DEPT OF PLANNING AND
LEVEL 031111

??

75. Your comments are noted.

75

61

To: Seattle Department of Planning and Development

Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

My hope is that Swedish Providence will treat the community well & provide good charity care & forgive medical debt. They are known for good care & should treat their staff well.

JDEM

RECEIVED
DEPT OF PLANNING AND DEVELOPMENT

Sincerely, Jeanette

Name Jeanette Wenzel

Address 10012 8th Ave N.W.

Home email jecumonza@gmail.com

Cell phone

Jeanette Wenzel

76. Your comment concerning charity care and medical debt is noted.

76

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

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DEVELOPMENT

like what is Swedish-Providence going to do with the the money as far as helping the community around them? If jobs on the bus service needs other bussnesses to get into the community then they need to have some type of consideration for others.

Sincerely,

Shakosha Wilson King

Name

Shakosha Wilson King

Address

14240 NE 4th STREET
Bellaire, Wash 98006

Home email

THybitt@kids@yahoo.com

Cell phone

206 856 9891

✓ SKM

Shakoka

77. Your comments are noted.

77

38

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
project #3012953, project address 500 17th Ave

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My thoughts:

Do better charity care!

JRM

RECEIVED
JUL 18 2014
DEPT OF PLANNING & DEVELOPMENT

Sincerely, *Sam Wolff*

Name *Sam Wolff*

Address *308 21st Ave.*

Home email *425-345-8133*

Cell phone

Sam Wolff

78. Your comment regarding charity care is noted.

78

To: Seattle Department of Planning and Development
Re: Swedish-Providence Cherry Hill MIMP,
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My thoughts:

Please consider
the needs of the
surrounding community
with regards to construction
and gentrification

Sincerely,

Jason Zinsa

Name JASON ZINSEKAL
Address 207 22ND AVE
SEATTLE WA 98122
Home email JZINSEK@YAHOO.COM
Cell phone _____
phone _____

RECEIVED
JUL 18 2018
DEPT OF PLANNING AND
DEVELOPMENT

JZ

Jason Zinsa

79. Your comments are noted.

79