



City of Seattle
 Seattle Department of Neighborhoods
 Bernie Matsuno, Director

**SWEDISH MEDICAL CENTER CHERRY HILL CAMPUS MAJOR INSTITUTIONS
 MASTER PLAN CITIZEN'S ADVISORY COMMITTEE**

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ADVISORY COMMITTEE

Committee Members

Katie Porter, Chair
 Leon Garnett
 Dylan Glosecki
 Maja Hadlock
 Raleigh Watts
 J. Elliot Smith
 Laurel Spelman
 Majo Hadlock
 Linda Carrol
*Swedish Medical
 Center Non-
 management
 Representative*

Patrick Angus
 David Letrondo
 Lara Branigan

Committee Alternates

James Schell
 Dean Patton
 Ashleigh Kilcup

Ex-officio Members

Steve Sheppard
*Department of
 Neighborhoods*

Stephanie Haines
*Department of
 Planning and
 Development*

Andy Cosentino
*Swedish Medical
 Center Management*

Cristina Van Valkenburgh
*Seattle Department of
 Transportation*

DRAFT Meeting Notes
 Meeting #20
 October 16, 2014
 Swedish Medical Center
 Swedish Cherry Hill Campus
 550 17th Avenue
 Swedish Cherry Hill Auditorium – A Level

Members and Alternates Present

Dean Patton	Dylan Glosecki	Lara Branigan
Leon Garnett	James Schell	J Elliot Smith
Laurel Spelman	Linda Carol	Patrick Angus
Raleigh Watts	Dave Letrondo	

Members and Alternates Absent

Ex-Officio Members Present

Steve Sheppard, DON	Stephanie Haines, DPD
Andy Cosentino, SMC	
Christina Van Valkenburgh, SDOT	

(See sign-in sheet)

I. Welcome and Introductions

The meeting was opened by Katie Porter. Brief introductions followed.

II. SMC Presentations – Preliminary Final MIMP

SMC Staff briefly went over the Preliminary Final Master Plan. It was noted that the Preliminary Draft Master Plan presented Alternative 11 very much as outlined previously. The major changes from Alternative 10 related to a reduction of heights on both the 18th Avenue Half Block and the West Block.

Heights on the 18th Avenue half block have been reduced to 37 feet south of the 15 foot height break in the center of the area and in a step-down pattern from 50 feet to 45 feet and then to 37 feet north towards Cherry Street. On the West Block, height has been reduced from 200 feet to 150 feet by extending a portion of the higher 150-foot area over a portion of the garage along Cherry Street. A height of 65 feet is also extended over all of the north third of that block

III. DPD Presentation – Preliminary Final EIS Approach (01:22) Stephanie Haines

Stephanie Haines from Department of Planning and Development (DPD) provided a brief update on the final EIS. Ms. Haines noted that the final Preliminary Final EIS includes the new alternative 11, environmental impacts, and shadow impact studies as it relates to new heights, and comments received by the City during the 45-day comment period will be located in the back document and includes responses and oral comments made in the public hearing.

Ms. Haines noted that an edit line is included so readers can see where the changes were from the original document. The City anticipates providing notice of availability of the FEIS in early December. Ms. Haines noted that appears concerning the adequacy of the EIS will be made following publication of the final and any appeal hearing held simultaneously with the Hearing Examiner proceedings concerning the plan.

Transportation Update

Ms. Haines introduced Mr. Mike Rimoin from the Transpo group and will provide an update about the work that was done in the transportation section between the draft and final EIS.

Mr. Rimoin provided highlights and updates. The two main areas that were discussed were: 1) Loading dock/vehicular access and locations; and 2) sensitivity analysis around mode splits on campus. Information on the loading dock is included in the FEIS. Mr. Rimoin noted that there have been questions concerning the location of future loading docks and a number of loading “bursts” (times when a more intense level of deliveries) occur. At this point, the EIS has had some difficulty to identify specific numbers and the actual uses are not known at this point, but it will be included in the FEIS.

Concerning mode splits for the campus, the DEIS assumed that 50% of all vehicles arriving on campus would be Single Occupant Vehicles. In response to the enhanced TMP, a reduction to 38% for SOV use was analyzed. The result of this would be a reduction of 165 in the number of vehicles arriving on campus. This would have a positive impact on some nearby intersections. This information too is now in the FEIS. Mr. Rimoin then presented graphics showing those changes made between the Draft and Final Environmental Impact Statements. The drawings identify all of the loading and parking zone locations. Ms. Porter noted that there are three entrances shown to and from 18th Avenue. Regarding the Transportation Management Plan, the Environmental Impact Statement Mr. Rimoin highlighted two issues: 1) mitigation for traffic – reducing demand and 2) possible physical improvements. He noted that the key physical improvements were the traffic signals at 6th and Cherry, and 14th and Jefferson. These improvements are still included in the proposal that is evaluated in the Final Environmental Impact Statement. There will be a loading dock management plan developed by SDOT and DPD

Concerning ways to reduce SOV use and thus reduce demand of parking and to reduce street congestion, Key elements of the program include: 1) Establishment of the Integrated Transportation Board (ITB) to identify long-term strategies and actions; 2) Better integrating the activities of the various employers on campus; 3) establishing and operating a shuttle including remote shuttle parking; 4) tightening parking policies and enforcement; and 5) providing incentives for employees to live closer in order promote walking and bicycle use..

Mr. Glosecki asked if the shuttle would be available for neighbors. Mr. Cosentino noted that Swedish Medical Center would be open to that concept during the first 90 days, and would then evaluate use to determine if there was sufficient capacity to see this continued. Ms. Porter noted that the focus of the data in the Environmental Impact Statement was traffic volumes and level of service. She asked that there be more attention given to accident history. Mr. Rimon noted that they are in the process of looking at this but have not identified specific locations where accident history appears to drive specific improvements.

Laurel Spellman stated that she had looked carefully at the Children's Transportation Management Plan. The Children's final Transportation management Plan establish a short-term goal of 38% Single Occupancy Vehicle use and long-term goal of 30%. The goal for the Swedish Medical Center's First Hill Campus is 44%. She asked if Swedish Cherry Hill picks the standard. Why is the goal maintained as high as it is? Ms. Spellman also noted that she had often heard that stop lights are not installed until after a major accident or death has occurred. She suggested that the program be forward looking rather than wait until a major accident occurs.

Mr. Rimon responded, Swedish has their own set of parameters based on their culture that determines their SOV goal. The City does not pick the parameters.

Ms. Porter asked what happens if Swedish does not meet their goal. Ms. Van Vankelburgh from the Seattle Department of Transportation responded if the goals are not met, or there is insufficient progress being made towards meeting goals, first the Department of Planning and Development, and the Seattle Department of Transportation work together to identify additional action that must be taken to move towards meeting the goal. Ultimately if the goal is not met or no progress identified, the institution is subject to a violation. She noted that this can be a monetary penalty. Ms. Porter mentioned that Swedish has not been in compliance for many years. Ms. Van Vankelburgh responded that the Seattle Department of Transportation is working very diligently with Swedish to rectify this. Ms. Porter suggested that other enforcement measures be considered such as delaying permits etc. Ms. Haines noted that when DPD makes recommendation the goal is established in consultation with SDOT. The EIS is based on meeting that 50% goal.

After brief further discussion, concerning the need to seriously consider safety more broadly in developing various traffic improvements the Committee asked Mr. Cosentino to add safety considerations and goals to the ITB.

IV. Public Comments

The meeting was then opened by Ms. Porter for public comments. Ms. Porter reminded the public that comments are not about to discuss labor practices, wages and benefits and the quality of care and services that Swedish provides.

Comments from Troy Meyers: Mr. Meyers stated that at the last CAC meeting, he requested for a copy of Option 11 and that this request was not honored. He has reviewed the past documents. It is clear that if you look at the Land Use Code, it is impossible provide proper transitions to the neighborhood. The differential between the heights on the Campus and the neighborhood are just too great. Mr. Meyers commented that there was a lot of discussion about the heights at the last meeting and never discussed about bulk and scale. He also noted that the option is not resolving the concerns of the neighborhood and that

this neighborhood is not an urban village and there is an inadequate transportation and infrastructure in place to support this kind of development.

Comments from Joy Jacobsen: Ms. Jacobsen noted that the Land Use Code is all about transitions. The current proposal does not have appropriate transitions. 160 feet is normally considered “high Rise”. She encouraged the CAC members to be bold on setbacks and consider further reducing show bulk and height to comply with the Land Use Code.

Comments from Aleta Van Patten: Ms. Patten commented about safety concerns and her experience. She noted that she began commuting along 15th and Jackson Street, made the trip eight times and about 25% of the time, cars were coming out and pulled in front of her and almost hit them. Several years ago, Ms. Van Patten’s husband had an accident on 18th; the accident was never reported because they did not have insurance. Ms. Van Patten noted that the safety concerns are very real, and the extra traffic lights will not solve the problem. Also, Ms. Van Patten commented about the DOT Management Plan, if there is such a plan is not being enforced and would like to know why and that future DOT Management Plans should be enforced.

Comments from Vicki Schianterelli: Ms. Schianterelli noted she has asthma and her concern was not just safety but with the increase in the volume of cars, trucks, and buses stalled for a period of time will create air pollution. She noted that she would like to live in her house for a long period of time and now have concerns about the increase in traffic and pollution being projected that will cause severe health issues that may force her way out to live outside the city. She noted that she watched accidents happened on 19th, Cherry, 19th, and Jefferson and that the studies included in the Environmental Impact Statement are not accurate because of a dramatic undercount of all of the accidents. She noted that she is very worried about the pedestrians.

Comments from Jerry Matsui: Mr. Matsui noted that the TMP is inadequate and incompetent. Swedish has not achieved the goal in 25 years and he is very skeptical that Swedish will achieve its current or future goals. He commented about how Ms. Porter brought the issue about safety; Mr. Matsui noted that he lives on 19th Avenue that is two city blocks long and could not believe how cars speed up on the street that includes City school buses. Neighbors have demanded a traffic light signal to be installed; but apparently, the only way the City will install one is after enough serious accidents happen. He mentioned that SDOT should remove all the parking and that traffic engineers need to get out of their desk, go out on the field, and look at the reality.

Comments from Ken Torp: Mr. Torp noted that he has a letter to the DON, DPD and CAC that relates to height on 15th street and the low-rise residential neighborhood. Swedish should be required to obey the 1994 Major Institution overlay that specify the maximum height of 65 ft. He noted that Seattle University has done that on the other side of the street and he see no reason granting Swedish more height that Seattle University. Concerning transportation management, all of the issues are related to the maximum projected square feet of new development this drives level of service, parking demand, etc. , 2.75 million sq. ft. cannot be reasonably accommodates in this low-rise residential neighborhood. He suggested reduction of total the sq. ft. to a level that can accommodate the neighborhood.

Comments from Ellen Sollod: Ms. Sollod noted that thus far the CAC has been discussing height and has not talked more about bulk or scale. Scale is pulling back and taking a holistic view of the entire thing that make sense. 37 ft. on 18th Avenue is indeed preferable; and where is not appropriate is the bulk, and bulk means the transition to the neighborhood. The building volumes should be broken up and should not be a one continuous building. She noted that shifting 50 ft. of the height from the center of 15th avenue is going in a wrong direction. She also noted that having the building on 16th avenue at 125 ft. while taking advantage of the slope and making the building on 15th at 150 ft. is moving in a wrong direction. Having a representative from Seattle University as a voting member of CAC is a conflict of interest. Finally, she noted that the ITB is all well and good and should have at least a representative from the union in the board, otherwise, their plan will be difficult to achieve.

Comments from Cynthia Andrews Ms. Andrews noted that she used to be with CAC at the very beginning and she understand about the discussion and emphasis on height, bulk and scale, but have not heard anything about services for the community especially to the aging community. She noted that as an aging advocate, the facility is serving them and she does not want to lose sight of that service that is serving the aging community in the neighborhood.

Comments from Marlin Rainwater Ms. Rainwater noted that the presentation talked about increase in supply, which meant capacity of the streets, and making cars move more efficiently, but she noted that there are other big components to make the streets work and this is support for additional transit. She mentioned that Children has invested and paid for additional transit for their facility. She strongly urged to consider contributing to the transit capacity. She also noted that the whole TMP is geared towards accommodating a whole lot of people, but need to think about safety capacity for people who walk, bike, arrive in transit, people with walkers, wheelchairs because these will increase.

Comment from Jack Hansen Mr. Hansen stated that he was encouraged by several meetings and that the CAC members raised the right concerns. He noted that Mr. Torp is right that all of these issues come down to one fundamental problem and that is the expansion of this size is inconsistent to the character of the neighborhood and its infrastructure. He noted that he has experience with needs forecasting and that the information contained in Appendix G or the plan is insufficient and does not adequately document a need for the level of new development proposed. More information on this issue is needed. He encouraged the CAC to recommend a complete rejection of the current MIMP and send back Swedish to the drawing board.

Comment from Lori Lucky: Ms. Lucky stated that she was glad to bring out safety and traffic flow. She noted that in the last five years, she has been commuting down from Providence and looking at the loading dock has been a serious problem. She mentioned that on the diagram that was presented that there will be three loading docks in the new building. 18th Avenue already feels dangerous. She is very concern now and the future about large trucks that will be parked on the middle of the street that will be in one lane where they could not see pedestrians, bicycles and cars on the street.

Comment from Greg Harmon: Mr. Harmon stated that the total square feet of development needs to come down and that a more acceptable transition to the neighborhood needs to

be developed and emphasized. Mr. Harmon felt that adding more care trips to the neighborhood does not feel safe and that the neighborhood is not an urban village.

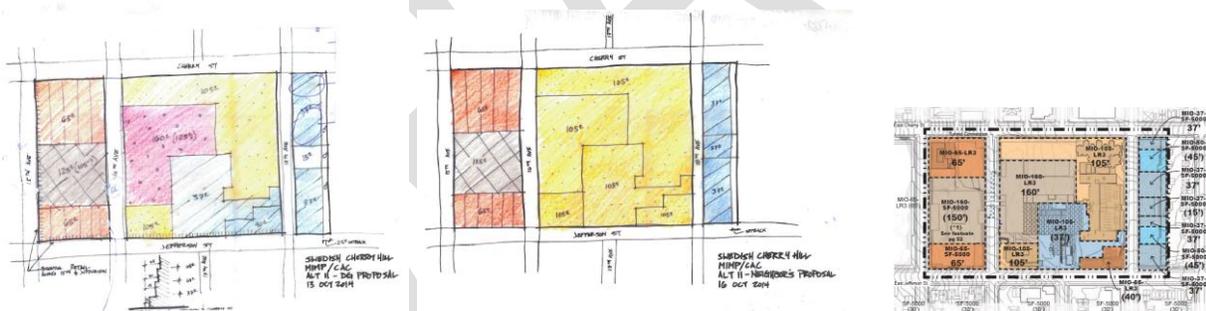
V. Committee Discussions

Ms. Porter opened the floor to discussion of heights. She noted that there is only about a half hour left tonight and that it might not be possible to reach agreement on the height issue. She noted that there are three proposals before the Committee: 1) Alternative 11 from the Plan, 2) A neighborhood proposal dated October 16, 2014 and 3) a compromise proposal that is in the middle from Dylan. Ms. Porter stated that ideally the Committee would take votes based on geography, 18th Avenue block, etc. Mr. Sheppard suggested that votes taken tonight are by necessity preliminary and are not final until the final report.

Mr. Patton stated that he felt that it might still be premature to vote tonight and would prefer that some of the information concerning issues raised at this meeting be available prior to moving to votes. Ms. Porter responded that she shares the issue about wanting more information about safety, but emphasized that there has been so much discussion about the heights that CAC will not get through to other topics unless we can proceed.

Mr. Andy Cosentino noted that the ordinance Swedish derives its mission by looking out 30 years from now, that Swedish has decreased its square footage from 3.1 to 2.75. That is the minimal criteria Swedish can sustain in the next 30 years. Lowering height further will have significant impact to the sustainability of the campus.

Discussion then turned to the proposals as laid out below.



Glyan Glosecki Proposal

Neighborhood Proposal

Alternative 11

Mr. Glosecki noted that this proposal would retain 37 feet on the 18th Avenue half block with the Central area pretty much the same as in alternative 11 and that for the 15th Avenue block's maximum height along both 15th and 16th should be lowered to 125 feet. In this block, it might be possible to extend the higher area farther over the parking garage. This is shown in the alternative.

Mr. Glosecki also noted that he had met with several neighbors to go over their positions. He emphasized that this was not a formal neighborhood proposal. In this alternative the 18th Avenue Half block is a uniform 37 feet, the central Block unchanged from present, and a similar treatment in the 15th to 16th Avenue block as shown in his alternative. There was little consensus for this 125 with many advocating a lower height.

Ms. Porter noted that in the neighborhood proposal there is no change from the present plan with the possible exception of slightly higher height in the 15th to 16th Avenue block.

Mr. Letrondo commented that he sees a lot of progress and compromise being made trying to meet the needs of the square footage and meet the needs of the neighborhood even though there has been comments about Swedish not cooperating and not being a good neighbor.

Mr. Sheppard mentioned that a quorum is present to begin to vote on the alternatives presented.

Ms. Porter suggested that there be some preliminary votes. Ms. Porter suggested that the first votes be whether the CAC could endorse the proposal as outlined in Alternative 11. She asked how this should be stated. After brief discussion it was moved by Raleigh Watts that

The CAC approve the heights for the area bounded by 15th Avenue, 16th Avenue S Cherry Street and S. Jefferson street as proposed by Swedish Medical Center in its alternative 11.

The motion was seconded.

There was a discussion of the possibility voting on each of the four proposals. It proved very difficult to determine the full range of possible alternatives and after some efforts in this direction, it was ultimately determined that the CAC would start with a vote concerning acceptance of the SMC proposal.

The roll called on the previous motion. The vote are as follows:

Dean Patton – No
James Schell – No
Elliot Smith – No
Raleigh Watts – Yes
Lara Branigan – Yes
Dave Letrondo – Yes
Linda Carrol – Yes
Dylan Glosecki – No
Laurel Spelman – No
Katie Porter – No

The vote was 6 no; and 4 yes, a quorum being present but the majority of those present having voted in the negative, the motion failed

It was moved by Dave Letrondo that:

The CAC approve the heights for the area bounded by 16th Avenue, 18th Avenue S Cherry Street and S. Jefferson street (Central Block) as proposed by Swedish Medical Center in its alternative 11.

The motion was seconded. The roll call votes are as follows:

Dean Patton – No
James Schell – No

Elliot Smith - No
Raleigh Watts - No
Lara Branigan - Yes
Dave Letrondo - Yes
Linda Carrol - Yes
Dylan Glosecki - No
Laurel Spelman - No
Katie Porter - Yes

The vote was 6 no; and 4 yes, a quorum being present but the majority of those present having voted in the negative, the motion failed

It was moved by Dave Letrondo that:

The CAC approve the heights for the area bounded by 18th Avenue, the alley immediately to the East (18th Avenue Half Block) (as proposed by Swedish Medical Center in its alternative 11.

The motion was seconded. The roll call votes are as follows:

Dean Patton - No
James Schell - No
Elliot Smith - Yes
Raleigh Watts - Yes
Lara Branigan - No
Dave Letrondo - Yes
Linda Carrol - Yes
Dylan Glosecki - No
Laurel Spelman - No
Katie Porter - Yes

The vote was 5 no; and 5 yes, a quorum being present but the majority of those present having voted in the negative, the motion failed.

With this vote the CAC essentially rejected the heights shown in alternative 12. Ms. Porter emphasized by continuing to discuss about height, the CAC is missing important things to discuss such as safety. She urged the CAC to proceed on with other issues. Ms. Porter stated that Alternative 11 does not work and would like to see something that does work.

VI. Adjournment

No further business being before the Committee, the meeting was adjourned.