

**Annual Major Institution Status Report
Swedish Medical Center
2005-2011
(Pursuant to DPD Director's Rule 9-99)**

I. Introduction

- A. Name of Major Institution: Swedish Medical Center/First Hill Campus
- B. Reporting Years: 2005-2011
- C. Major Institution Contact
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- D. Master Plan Adoption Date: October 2005 (Ordinance #121965)
No subsequent amendments have occurred.

II. Progress in Meeting Master Plan Conditions

- A. Overview of Progress in meeting goals of conditions of approved master plan.

This report covers reporting years 2005 through 2011. One building has been constructed under the Major Institution Master Plan since 2005. The new building, the Swedish Orthopedic Institute (SOI), is at 601 Broadway. Construction began in 2006 and the building was occupied in 2008. In the MIMP it was designated as Project D on the block bounded by Minor and Broadway; James and Cherry.

- B. List of conditions and status of fulfillment (progress made, level of compliance, strategies used and success, future measures to be used)

(Conditions are distinguished by italic type)

General Conditions

We believe that all MIMP conditions were addressed during the MUP review process for the SOI, no other new construction requiring a MUP has occurred since then.

Council Condition 1: *“All Final EIS conditions and mitigating measures set forth in the Appendix to this attachment shall be implemented”*

Status: All Final EIS conditions were in place at the time that the Swedish Orthopedic Institute (SOI) was reviewed and constructed.

Council Condition 2: *“A standing CAC shall review and evaluate all proposed and potential projects prior to submission of a MUP application”*

Status: A CAC was established to review the Swedish Orthopedic Institute during the approval process for the MUP for the SOI building.

Council Condition 3: *“Prior to the approval of any MUP for construction of a Planned or Potential project as outlined in the MIMP, the review of a proposed Wayfinding Plan by the standing CAC and approval of the plan by DPD shall occur. The plan shall address or include the following elements:*

- a) Signage and other measures to direct motor vehicles to parking locations in ways that minimize adverse impacts on the surrounding neighborhood;*
- b) Increased pedestrian safety and convenience;*
- c) A Traffic Management Plan for the existing parking facilities, in particular to the Nordstrom garage;*
- d) Improvements that promote better distribution and circulation to existing parking facilities;*
- e) How the location of emergency access will impact traffic circulation;*
- f) Parking demand management programs to improve access and supply of parking throughout the campus;*
- g) Proposed improvements to rights-of-way that support better access to and within the campus, and ;*
- h) An analysis of current and proposed parking including the location of short term and long term parking for visitors and staff.”*

Status: A way-finding plan was completed by NBBJ Architects in 2006. An update of the signage plan is planned for 2013.

Council Condition 4: *“The Design Guidelines included at Attachment A to the CAC Report shall be an Appendix to the MIMP. The Design Guidelines will be used by the standing CAC for evaluation and concurrence of all planned and potential projects outlined in the MIMP prior to the submission of an application for a MUP. In addition, the site specific design guidelines recommended on pp 8-12 of the CAC report shall be considered by the standing CAC in its review and comments on the planned and potential projects”*

Status: The CAC considered the Design Guidelines in their review of the SOI. There were no subsequent MUP projects since the SOI.

Council Condition 5: “Swedish shall develop a Construction Management Plan to be reviewed and approved by the CAC prior to the approval of any planned or potential project discussed in the MIMP. This plan should be designed to mitigate impacts of all planned and potential projects, to include mitigating measure to address the following:

- a) Construction impacts due to noise;
- b) Mitigation of traffic, transportation and parking impacts on arterial and surrounding neighborhoods
- c) Mitigation to impacts on pedestrian network; and
- d) Mitigation of impacts if more than one project outlined in the MIMP are under concurrent construction.”

Status: A Construction Management Plan was developed for the SOI project by Sellen Construction and was amended per city comments prior to start of construction.

Development Standards

Council Condition 6: “Setbacks shall be provided along public rights-of-way as required by SMC 23.69.030.C.3.a. This code section requires that setbacks be no less than is required in the underlying zone or by setback requirements applicable to structures on abutting lots or structures directly across a street or alley from a structure in the MIO District, whichever is greater. Setbacks may vary from this requirement if any of the following occur:

- a) SMC 23.69.030 is amended to delete the minimum setback requirement along public rights-of-way, in which case the amendment will be applied to the Swedish Master Plan retroactively; or
- b) DPD authorizes different setback requirements via and Administrative Conditional Use Permit approved as part of the Master Use Permit for a planned or potential project in the approved Master Plan.

Unless any of the above events occurs, the required setbacks shall be as follows:

- I. Street-level setbacks shall be provided as shown in the approved Master plan in Section 3 and Figure 3.2 (i.e., 10’ or 5’ setbacks on all Major institution Overlay (MIO) boundaries and no setbacks internal to the MIO District.
- II. As generally depicted in Figures 2.13 and 2.17 of the MIMP, upper level setbacks shall be provided for the tower portion of projects (above base structures) in MIO zones with height limits greater than 70’ as determined by DPD in consultation with Swedish and

the Standing Advisory Committee; provided that no setbacks shall preclude Swedish from achieving the minimum tower floor plates shown in Table A below in the absence of substantial and compelling reasons to protect the health and safety of the public.”

*Table A
Minimum Required Floor Plates for Tower Structures*

<i>Project A</i>	<i>14,000 GSF</i>
<i>Project B</i>	<i>45,000 GSF</i>
<i>Project C</i>	<i>45,000 GSF</i>
<i>Project D</i>	<i>35,000 GSF</i>
<i>Project E</i>	<i>30,000 GSF</i>
<i>Project F</i>	<i>25,000 GSF</i>
<i>Project G</i>	<i>30,000 GSF</i>

Status: The SOI building was Project D, the GSF is approximately 35,000. Setbacks required by the MIMP were met. The SOI footprint is 36,822 SF, the upper floors are 24,195 SF.

Council Condition 7: *“Landscaped Areas and plazas designated on the Open Space inventory on page 51 of the MIMP shall be amended to require Landscaped Areas and Plazas as follows:*

- a) Increase required Open Space from 5% to 9.5%, or approximately 62,000 square feet;*
- b) Open Space areas shall include existing and proposed setbacks areas identified in the MIMP, to the extent that they meet the criteria in the proposed Design Guidelines;*
- c) Open Space should be provided in locations at ground levels or, where feasible, in other spaces that are accessible to the general public;*
- d) The MIMP should be amended to include Exhibit 7, a map of future open spaces, which may be modified as long as the 9.5% figure is maintained;*
- e) To ensure that the 9.5% open space standard is implemented with the MIMP, each planned or potential project should identify an area that qualifies as Open Space as defined in the MIMP;*
- f) Open Space that is specifically designed for uses other than landscape or building setback area, such as plazas, patios or similar functions, should include improvements to ensure that the space contains Usable Open Space as defined under SMC 23.84.028.”*

Status: The site construction for the Swedish Orthopedic Institute included multiple open spaces as recommended in the master plan. No other new construction has occurred since the SOI.

Rezone

Council Condition 8: *“To mitigate the bulk and scale impacts that would result from the approval of the rezone request at the Columbia/Eklind Building site, an upper level setback as required by setback conditions in the Major Institution Master Plan is required.”*

Status: No construction has been done on the Columbia/Eklind site.

Council Condition 9: *“To mitigate the bulk and scale impacts that would result from the approval of the rezone request at the Broadway Annex site, an upper level setback as required by setback conditions in the Major Institution master plan is required.”*

Status: This condition applied to the 601 Broadway, SOI site.

State Environmental Policy Act (SEPA)

Council Condition 10: *“Additional environmental review may be required for individual Master Use Permits per SMC 25.05.600 to disclose and mitigate site specific impacts of planned and potential projects.”*

Status: No new construction has occurred since the SOI.

Council Condition 11: *“An update to the wind study appendix should be provided for all planned and potential structures under the MIMP located along Minor, to determine what if any mitigation for wind impacts on pedestrians is required.”*

Status: A wind study was done for the SOI and it was determined that the effects would be acceptable.

Council Condition 12: *“Swedish shall submit a Construction Management Plan to DPD for concurrent review and approval with SDOT to mitigate impacts associated with construction related impacts throughout the MIO. The plan shall identify management of construction activities including construction hours, noise, parking, traffic and issues concerning street and sidewalk closures. The plan will be required to be updated with each planned and potential project identified in the MIMP at the time of site specific SEPA review. (See also Major Institution Master Plan condition regarding Construction Management Plan, above.)”*

Status: A Construction Management Plan was developed by Sellen Construction and was amended per city comments prior to construction of the SOI.

Council Condition 13: *“Implementation of all FEIS conditions concurrent with adjacent development (See Appendix).”*

Note the referenced Appendix conditions from the FEIS are attached and are organized by Element of the Environment for long-term and short-term impact mitigation.

III. Major Institution Development Activity Initiated or Under Construction Within the MIO Boundary During the Reporting Period

- A. Development Activity Initiated or Under Construction (Non-Leased Activity)
Swedish Orthopedic Institute at 601 Broadway is a 218,653 SF, 8-floor building with 4 floors of underground parking (217 stalls). Construction was completed in 2008. The building consists of 2 condo units, one of which is owned by Swedish (floors 1 – 5 and 8 and parking), the other of which is owned by Unico (floors 6-7).
- B. Leasing Activity to Non-Major Institution Uses
See attached schedule.

IV. Major Institution Development Activity Outside but Within 2500 feet of the MIO District boundary

- A. Land and Building Ownership
SMC owns 0.75 acres at 600 Broadway leased to HCP (building owner). This does not include holdings at the Swedish Medical Center Cherry Hill campus, which is within 2500 feet, but is covered by a separate MIMP.
- B. Land and Building Acquisition
None
- C. Leasing Activity
 - **600 Broadway: 600 Broadway, lease 42,384 SF**
 - **One Union: 600 University Street, lease 60,084 SF**

Note: Leases at Metropolitan Park, 1730 Minor Ave, total 109,513 SF. This property is farther than 2500 feet from the First Hill MIMP boundary.

V. Progress in meeting Transportation Management Program (TMP)

A. General Overview of progress in achieving the goals and objectives contained in the TMP:

Swedish continues to actively work towards improving the transportation program at the First Hill Campus. Swedish's efforts have been focused on providing incentives for employees to ride the bus and carpool, providing disincentives for employees to drive SOV's and to actively promote the program throughout the year at new employee orientations.

Swedish provides 50% subsidized ORCA Passport cards to all employees. Swedish has capped the employee dayshift monthly parking pass distribution to employees with a date of hire prior to 1990, unless needing their car for work or if in a manager position. Swedish has four Zipcars on the First Hill campus to allow employees to use to run errands during their lunch break so they would not have to drive their vehicle to work. The Zipcar business account is subsidized at 100%. Personal membership in Zipcar is also subsidized, but to a lesser amount.

One of the key measures of the success of the TMP Program is the CTR survey. The survey provides insights of the commuting habits of employees and is specific to the number of trips per week employees use SOV and non-SOV methods. The 2001 survey indicated a 38.8% non-SOV rate with a 74% survey response rate.

CTR survey results are attached to this document.

B. Status of each goal and objective:

The goal of the current TMP is to reduce the number of SMC commuter trips in employee SOV to fifty percent (50%) of the total number of weekday, day shift commuter trips excluding employees whose work requires the use of a private automobile during working hours. Program participants will include all SMC employees meeting the following criteria:

- arrive on weekdays between 6:00 am and 8:00 am
- leave on weekdays between 4:00 p.m. and 6:00 p.m. do not require private vehicle to conduct their work as
- not require private vehicle to conduct their work assignments

Status: Ongoing compliance, the CTR Employer Survey Report dated 10/4/2011 indicates a 38.8% drive alone rate.

Additional Program Requirements:

1. *Requirement: A transportation coordinator (TC) will be appointed to implement the TMP. The TC will be available to employees and tenants during regular business hours to promote the TMP and stock the Commuter Information Center(s).*
Status: Ongoing compliance.
2. *Biannual Promotional Events. At least twice per year, the TC will organize and staff events to promote the TMP elements. Information on the TMP will be provided to new employees.*
Status: Due to compliance rate SMC now has one transportation fair per year.
3. *Commuter Information Centers (CIC), including ridesharing and transit information, will be located in convenient locations for employees. Bicycle and pedestrian information also will be included in the CICs.*
Status: Ongoing compliance.
4. *Tenant Participation in TMP. Tenant participation in the transit pass subsidy program shall be required.*
Status: Ongoing compliance.
5. *Ridematch Programs. The TC will promote and administer a ridematching service for employees.*
Status: Ongoing compliance.
6. *Height Clearance and Turning Radii for Vanpools. Design criteria for accommodating vanpool vehicles will be incorporated in the design for new garages in which vanpool parking will be provided.*
Status: No new parking garages have been constructed since the SOI. The handicapped spaces on the A-level of the SOI parking garage have 8'2" clearance.
7. *Secure Preferential Parking for Carpools and Vanpools. Preferential Parking will be designated for carpools and vanpools in secure locations.*
Status: Ongoing compliance.
8. *Secure Bicycle Parking. Covered bicycle racks will be provided in weather protected areas convenient to potential users including employees and visitors.*
Status: Ongoing compliance.

9. *Shower / Locker Rooms. Showers and lockers will be made available for employees.*
Status: Ongoing compliance.

10. *Transportation Management Associations. SMC will continue to participate in the First Hill Transportation Network Group.*
Status: Ongoing compliance.

11. *Parking Fees. Fees at SMC parking garages and lots will be reviewed annually in order to establish peak and off-peak rates to encourage non-SOV use.*
Status: Ongoing compliance.

12. *Non-SOV Incentives/Subsidies. A discounted parking fee of at least 80% will be offered by SMC to each participating carpool member and vanpool parking will be free. SMC will provide a fully subsidized transit pass for any SMC employee commuting to work at SMC by transit. SMC will also provide a fully subsidized ferry pass for employees as walk on passenger.*
Status: Parking for registered vanpools is free. Carpool parking is 25 dollars per month per person via payroll deduction. Currently Orca passport cards are subsidized at 50%, walk-on ferry passes are subsidized at 50%.

13. *Unbundling of Parking Charges from Tenant Leases. The price of parking spaces in SMC garages will not be included in tenant leases, but shall be priced separately from the cost of building space.*
Status: Ongoing compliance.

14. *Alternative/Flexible Schedules. SMC will permit flexible hours or vary shift times to the extent possible to accommodate use of high occupancy vehicles to and from work.*
Status: Ongoing compliance.

15. *Subscription Bus Services. SMC will continue to provide access to the First Hill Express service for its employees assuming that other participants in the service continue their participation.*
Status: Ongoing compliance. Swedish worked with Virginia Mason and Harborview for Transit Now dollars to increase trips of existing First Hill Express (FHE).

16. *Telecommuting. Some departments will allow telecommuting if possible to reduce commute trips.*

Status: Ongoing compliance.

17. *Reduced SOV Parking Supply.* The total proposed parking supply of 5,180 stalls is 600 stalls less than the maximum allowed by code. HOV parking that will be provided for carpools and vanpools to meet demand will replace SOV parking stalls.

Status: Ongoing compliance.

18. *Guaranteed Ride Home.* SMC will offer a guaranteed ride home for registered program participants.

Status: Ongoing compliance, up to 8 rides per year are provided to employees who commute to work.

19. *Annual Program Reports.* The TC will prepare and submit annual reports documenting the TMP programs and compliance with goals.

Status: Ongoing compliance.

20. *Biennial Surveys.* Employee surveys will be conducted every two years to be used in measuring compliance with the SOV goals.

Status: Ongoing compliance.

Additional Program Elements

- **Swedish provides 50% ferry subsidy for employees.**
- **Swedish provides 100% Zipcar business account subsidy for employees.**
- **Swedish is a part of the Guaranteed Ride Home Program – providing 8 rides home per year to employees that commute to work.**
- **Swedish provides free taxi service to physicians that travel between First Hill and Cherry Hill Campuses.**
- **Swedish provides a shuttle service between the Cherry Hill Campus, First Hill Campus and Met Park location for employees traveling between campuses and to improve access to transit center.**
- **Swedish provides 50% train/rail subsidy for employees.**
- **In 2006, new employee orientation started providing free rides and shuttles from offsite.**

FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) CONDITIONS

Note: Comments are in bold, non-italics

Mitigation of Long-Term Impacts

EIS-1 Earth

Building owners are not required to bring older buildings up to current seismic standards unless there are substantial changes to the occupancy of the building or major renovations that extend the life of the structure. Swedish Medical Center, on a voluntary basis, is planning to demolish the higher seismic risk structures (those that do not currently meet life-safety level) and replace with state-of-the-art facilities designed to current Seattle Building Code standards.

The replacement of the older structures will enhance structural and seismic safety by the following improvements:

- *Replacing higher seismic risk structures with buildings built to current standards. **This was done at the SOI site. No other buildings have been demolished.***
- *Replacing structures that can not support the weight of modern diagnostic equipment and file storage systems. **This was done at the SOI.***
- *Replacing structures that do not have efficient floor plans for modern patient services. **This was done at the SOI.***
- *Develop a central plant and utility service tunnel that will be designed to the highest seismic safety level (operational level) to reduce loss of services during an earthquake. Since utilities are vital to continuing service in many of the structures and emergency services they will be designed as an essential facility. This level of design criteria is more stringent than building code requirements but for the reasons given above is thought to be an important improvement at minimal added construction costs. **Neither a new central plant and nor a new service tunnel has been constructed. For the SOI and the utility feeds to SOI from the main campus, we braced everything at Importance Factor (Ip) 1.5. Critical utilities within the SOI building were also braced to Ip 1.5.***

- *Older utility systems will be replaced with new services that are secured by better seismic bracing. This will reduce disruption to hospital services caused by breakage of piping. Reports from recent California earthquakes have shown that water damage alone has shut down and caused evacuation of major hospitals even in a moderate earthquake, at a time of great need. **Utility systems in the hospital's buildings are repaired on an as-needed basis. New work is braced for seismic forces.***

EIS-2 Air

The identified air quality impacts appear likely to be adequately mitigated by compliance with existing, applicable Federal, State and Local regulations.

The predicted wind conditions for the area satisfy the RWDI pedestrian wind criteria. No mitigation measures are recommended. To further enhance the pedestrian wind conditions around the development, conceptual design guidance has been provided.

If any odor source is determined by the City at the time of project permit applications, then the City will consult with PSCAA to assure regulatory compliance.

Diesel exhaust impact mitigation, particularly associated with the proposed physical plant/materials management facility, will be implemented by Swedish to the extent possible, such as:

- *When making construction contracts, require that contractors are at the least using ultra-low-sulfur-diesel (available in Puget Sound-"biodiesel"), and ideally have equipment that has been retrofitted with diesel control technology. **No major construction requiring continued use of idling equipment has occurred.***
- *Ongoing anti-idling measures (with applications as simple as posted signboards) can be taken to reduce diesel particulate matter (DPM) near the loading docks. **Trucks are not allowed to idle at the loading docks.***
- *Maintaining contracts with operators who practice regular fleet maintenance will likely help to reduce DPM in the area. **Comment noted.***

EIS-3 Water

See Utilities.

EIS-4 Energy

*The Proposed Action and the alternatives would be required to incorporate requirements of the Seattle Energy Code intended to reduce energy consumption. Consumption measures would also result in energy savings. **The SOI was constructed to meet the Seattle Energy Code. The hospital is continually looking for and implementing energy-saving measures.***

EIS-5 Natural Resources

None are required. Swedish will continue its consumption reduction and recycling programs as well as consider applicable sustainable design criteria (including LEED and GGHC) with the Proposed Action.

EIS-6 Environmental Health/Noise

Hazardous Materials and Waste

- *Continue to rigorously manage and comply with all applicable Federal, State, and local regulations for hazardous materials, spill response and waste management. **Ongoing compliance.***
- *Continue training and education programs for emergency response to hazardous materials and spill incidents with protocols for 1) recognition and information, 2) evaluation and safety, 3) control, 4) disposal and 5) record keeping and notification. **Ongoing compliance.***
- *Assemble and maintain Spill Response Cart with materials and supplies, personal protection equipment, and reference documents needed to respond to typical hazardous substance release. **Ongoing compliance.***
- *Continue to cooperate, participate in compliance inspections and report waste streams in the Dangerous Waste Annual Report (DWAR) as required by the Washington State Department of Ecology. **Ongoing compliance.***
- *Strive for high performance healthcare facilities as directed by the Green Guidelines for Healthcare Construction-GGHC (Draft Version 1.0 PC December 2003). **No new construction has occurred since the SOI building.***

Asbestos

- *Perform inspections and complete asbestos abatement consistent with state and PSCAA regulations. **PSCAA regulations are always followed when asbestos is encountered during construction or remodeling.***

Noise/Building Operation

- *Comply with the requirements of the Seattle Municipal Code (SMC) Chapter 25.08 Noise Control. **No other MUP construction has occurred since the SOI building.***
- *Prepare designs for all noise generating equipment for all buildings including the central plant to ensure compliance with SMC Chapter 25.08. **No other MUP construction has occurred since the SOI building.***
- *Consider orienting loading areas, waste facilities, parking structures, away from residential receivers. **No work on these types of structures has occurred.***
- *Use acoustic barriers and other noise control measures to control rooftop equipment noise. **The new equipment that was installed does not impact adjacent properties.***
- *Continue to implement policy of "shutting-down" emergency vehicles within two blocks of the hospital, except when prevented by safety and traffic conditions. **This policy is still in place.***
- *Acoustical reprints will be completed with permit applications if any major noise operations are proposed. **No other construction has occurred since the SOI building.***

EIS-7 Land Use/Plans

*The First Hill Neighborhood Plan identifies the preference for ground floor uses that encourage pedestrian activity: Land use impacts of the Proposed Action may be mitigated by including such amenities that serve the needs of the campus and the community, such as restaurants and convenience retail. **No other MUP construction has occurred since the SOI building.***

*Swedish should coordinate with the ongoing First Hill park planning of the Seattle Parks and Recreation Department. Campus open space, landscaping and other pedestrian amenities should be planned within the neighborhood context. **Swedish has been coordinating with SDOT on their design of the street car stop and park at Marion and Broadway. This line is now under construction.***

The proposed development standards of the master plan would mitigate land use impacts.

EIS-8 Population/Employment

*Employment population impacts could be mitigated by varying shift schedules where possible, to prevent all employees from arriving or departing at similar times. Encouraging retail uses to have longer or later hours would vary the timing of retail employees arriving and departing work and would give all visitors and employees reason to lengthen their stay on campus. **Swedish is a 24/7/365 operation with multiple shifts throughout the day.***

EIS-9 Housing

*Impacts to neighboring residents could be mitigated by including retail amenities on the ground floor of new, non-hospital projects particularly along Madison Street. This would address the goals of the neighborhood plan, encourage pedestrian traffic and provide new retail options for local residents. The PI pedestrian overlay zone along Madison requires street-level uses including retail, eating/drinking, customer service office, entertainment, etc. Swedish proposes to meet the PI zone requirements to mitigate impacts and reinforce the intended pedestrian oriented streetscape. **No construction along Madison has occurred.***

EIS-10 Light Glare Shadows

- *Shield exterior lighting fixtures and direct site security lighting away from any nearby residential or other sensitive receivers.*
- *Utilize low-reflectivity building glazing and building materials throughout the campus*
- *Install screening or shielding to minimize spillover lighting impacts, particularly across from sensitive receivers*
- *Provide landscape features and street trees to diffuse or obscure direct light and glare impacts*
- *Use materials and surface design details to minimize glare impacts, including skybridges crossing over streets*
- *Consider timers and other lighting controls to minimize spillover illumination impacts and generally reduce ambient light levels*
- *Include pedestrian oriented lighting for safety along sidewalks, parking areas, street crossings, and building access points*

The above items were considered for construction of the SOI.

EIS-11 Aesthetics

Proposed mitigation may include:

- *Architectural designs that use scale-reducing techniques. such as detailing, modulation, material changes, and fenestration, particularly at the comers of Broadway at James and at Cherry. **This was considered for construction of the SOI.***
- *Modified ground-level building configurations, facade alignments, massing and architectural detailing and landscape pockets, for project A along Madison/Minor and for Project D along the Broadway/James frontages to reduce apparent bulk and improve the campus edge transition. **This was***

- **considered for construction of the SOI at Broadway/James.**
- *Pedestrian level building and streetscape improvements that enhance the pedestrian experience, safety and appearance. **This was considered for construction of the SOI.***
- *Artworks, lighting, signage, landscaping and other graphics that reduce apparent building scale and bulk. **This was considered for construction of the SOI.***
- *Compliance with the pedestrian zone overlay requirements along the campus Madison Street frontage. **No construction has occurred along Madison.***
- *Test buildings that are less than the maximum allowed building envelope when specific projects are proposed. **This was considered for construction of the SOI.***
- *Streetscape designs for the Minor and Madison corridors that create inviting pedestrian gateways to the campus at major arterial intersections, with signage, landscaping, lighting and other improvements. **This was considered for construction of the SOI.***
- *Light and transparent design of pedestrian skybridges to minimize visual and other impacts upon the streetscape. **This was considered for construction of the SOI.***
- *A standing Citizen Advisory Committee to review and comment on specific project designs during the MUP process. **A CAC was convened for the SOI, there has been no subsequent construction.***

EIS-12 Historic Preservation

None proposed

EIS-13 Transportation and Parking

The Proposed Action and the two build alternatives are expected to result in a proportional impact on overall traffic operations at study intersections and roadways near the project site. Traffic operations would continue to degrade at the primary access points to I-5 from preexisting LOS E and F conditions, including the 7th Avenue and 6th Avenue intersections on James Street, with or without the Proposed Action. SDOT is undertaking a study of the James Street corridor to identify potential measures to improve traffic flow and safety.

Potential measures that may be examined in the study include improvements to signal timing along the corridor and possible restrictions on left turns at the 7th Avenue intersection.

Other study intersections are expected to operate at LOS D or better with the Proposed Action. As a result, no intersection-specific mitigation measures are identified to mitigate project impacts.

Site-specific measures to mitigate impacts may include the following:

- *Remove on-street parking on one side of Marion Street and Minor Avenue within the project site. Limiting on-street parking to one side of the street will provide adequate lane widths for opposing vehicles to pass within the existing 3D-foot street widths. The proposed parking garages would have sufficient capacity to accommodate the displaced parking. **SDOT removed of parking on the west side of Minor in this block.***
- *Improve operations at the Nordstrom Garage access on Madison Street to avoid impacting traffic flow at the Madison Street / Summit Avenue intersection. Potential improvements include:*

- *Enhanced way-finding signing to other on-site garage locations to reduce demand at the Nordstrom Garage including directing hospital visitors to the Broadway garage;*

Not needed at this time. Note that due to a change in tenants the demand for parking is reduced since the MIMP. The need for improvements is greatly reduced.

- *Allow pre-paying parking tickets before returning to cars in the garage to enable faster exiting;*

Due to the campus setting and multiple entry points for pedestrians to the garage, there is no central location to route customers to a pay-on-foot station. Note that a pre-pay station was installed at the SOI building adjacent to the elevators.

- *Provide an express exit for valet operations so they would not be subject to waiting in line with other exiting vehicles;*

Due to physical limitations of the exit lane(s), additional staffing would not improve speed of exiting.

- *Increased staffing during periods of peak demand on weekdays;*

Due to physical limitations of the exit lane(s), additional staffing would not improve speed of exiting.

- *Provide multiple reversible entry and exit lanes corresponding with peak flows;*

Due to physical limitations of the garage design, this isn't feasible.

- *Improve visibility and use of the existing Boylston Avenue garage entry/exit;*

The Boylston exit is used by quite a few parkers and we do get small backups at times.

- *have garage users pay their parking fees at a central location before returning to their cars in order to reduce delays at the garage exit lanes;*

Due to the campus setting and multiple entry points for pedestrians to the garage, there is no central location to route customers to a pay-on-foot station.

- *provide a separate exit line for monthly parking card holders; and consider directing only visitors of the Nordstrom and Arnold Buildings to this garage.*

The garage does not have a lane that can be singled out for monthly parkers without blocking exiting queues for visitors (we tried this unsuccessfully).

- *Explore a full range of Madison/Summit access improvements, including garage changes, external changes, and programmatic changes.*

See above.

- *Implement a comprehensive campus wayfinding plan. Traffic management and pedestrian access should be addressed. Directing and parking cars and pedestrian convenience and safety may be improved by physical and operational actions. Phased implementation would occur with each building project contributing to the comprehensive campus improvement.*

A wayfinding plan was developed in 2006. This plan informed the development of signage for the SOI. No other MUP projects have been started since the SOI.

EIS-14 Transportation Management Program

Modifications to the current Transportation Management Program (TMP) are proposed to enhance the existing TMP in order to reduce the number of vehicle trips to and from the project site. The proposed TMP is described in detail in the Draft Major Institution Master Plan document. The major changes proposed in the TMP include:

- *Fully subsidized transit passes*
- *Fully subsidized ferry walk-on*
- *Annual renewal of SOV permit rate*
- *Discount of at least 80% per person per month for carpool permit*
- *Fully subsidized vanpool parking*
- *Bike parks, lockers, showers provided*
- *Guaranteed ride home benefit*
- *Accommodate telecommuting where applicable*

See the description of the TMP above.

EIS-15 Public Services

*None appear necessary except continued implementation of safety programs and coordination with SPD and SFD. Swedish proposes to work with the Seattle Parks and Recreation Department to assure coordination of campus open space with the on-going First Hill park planning. **Swedish has been coordinating with SDOT on their design of the street car stop and park at Marion and Broadway.***

EIS-16 Utilities

Increase waste minimization and recycling programs through aggressive application of the Swedish waste management program. Current recycling is at about 27% of the solid waste. The 2004 goal is 33% although Swedish is projected to achieve 30%. The year 2010 goal is 50% recycling. Minimization programs are also operational for hazardous and biological wastes/dangerous wastes (see hazardous materials and wastes section).

*Swedish would be responsible for utility relocations associated with the proposed alley vacation. **Alley vacation has not been done at this time.***

*Swedish will continue with other conservation measures to reduce utility consumption. **Ongoing compliance.***

*Swedish will work with Seattle Public Utilities in the design of service improvements to mitigate capacity impacts. **Ongoing compliance.***

Mitigation of Short-Term Construction Related Impacts

EIS-17 Earth - Short-term Construction-related

Mitigating measures would be consistent with City of Seattle Construction Stormwater Control Technical Requirements Manual (DR 16-2000), including:

- *Temporary sediment catchment basins would be constructed near site drainage exit points to catch sediment runoff.*
- *Construction would be done during the drier parts of the year, when possible, and disturbed area would be re-paved or re-planted as soon as possible.*
- *Conduct further geotechnical investigations as part of project design to engineer the appropriate demolition, excavation and shoring techniques.*
- *Silt fences would be placed at the lower side of construction sites to reduce the amount of sediment transport.*
- *When possible, construction vehicle wheels would be washed before leaving the site to minimize the amount of soil tracked on to nearby streets*
- *Cover truck loads when possible, to minimize spillage and wind blown dust.*
- *Streets impacted by construction traffic would be cleaned regularly by the contractor.*
- *Identify material disposal sites and coordinate route planning with SDOT, SPD and SFD.*
- *Post construction conditions on site.*

Requirements for the above measures were identified on Sheet C-300 (TESC / Mass Excavation Plan) of the construction documents and by references to city standards.

EIS-18 Air - Short-term Construction-related

Short-term air impacts can be effectively mitigated by Swedish compliance with The Puget Sound Clean Air Agency's (PSCAA) Regulation I, Section 9.15 regarding reasonable precautions to avoid fugitive dust and odor emissions such as washing of truck wheels and frames prior to travel on public streets, wetting of exposed soils and debris, and prompt clean-up of any spilled materials tracked on to public streets. Efforts will also be taken to minimize diesel exhaust fumes from construction equipment and vehicles. "Biodiesel" fuel use will be encouraged

EIS-19 Environmental Health/Noise and Vibration - Short-term Construction-related

Construction

- *Comply with the requirements of the Seattle Municipal Code (SMC) Chapter 25.08 Noise Control.*
- *Implement a construction noise monitoring program.*
- *Publish a periodical news letter to share construction news and noise monitoring results.*
- *To the extent possible, re-route construction truck traffic away from residential areas. .*
- *To the extent feasible, noise from the site will be reduced through the use of temporary walls or other sound barriers.*
- *Locate noisy equipment on site as far away from noise-sensitive receivers as possible.*
- *Combine noise operations in the same time period. The overall noise produced will not be significantly higher than the level produces by the individual operations.*
- *To the extent possible, avoid noise generating construction activities at night.*
- *Consider mixing concrete off site and consider prefabricated building components.*
- *Turn off all unnecessary idling equipment*
- *Use electric rather than diesel equipment where possible.*
- *Avoid impact pile driving. Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives.*
- *Use specially quieted equipment, such as quieted and enclosed air compressors and power generators,*
- *Use efficient mufflers on all engines.*
- *Select quieter demolition methods, where possible. For example, sawing slabs into sections that can be loaded on trucks is a quieter process than demolition by pavement breakers.*

- *Equip portable pneumatic drills and pavement breakers with exhaust mufflers, when possible.*

Construction Noise and Vibration Management were addressed in the Construction Management Plan. Communications were provided by a construction hot line, monthly project updates, a project notification list and a construction website.

EIS-20 Transportation and Parking - Short-term Construction-related

The following measures could serve to reduce traffic impacts during construction of the Master Plan projects:

- *Construction Traffic Management Plans should be developed for each development phase in coordination with the Seattle Department of Transportation. The objective of the plans would be to ensure that movement of construction workers, equipment, and materials to and from the site is done in a safe and efficient manner and to minimize potential disruptions to background traffic and pedestrians. Multiple, concurrent First Hill projects should consider coordinated mitigation.*
- *Lane closures should be minimized on Madison Street, Broadway, James Street, and Boren Avenue in order to avoid disruption on the heavily traveled arterial streets.*
- *When possible, construction trucks should be staged within the construction site.*
- *Safe pedestrian and vehicular circulation should be maintained adjacent to the construction site through the use of temporary walkways, signs, and manual traffic control. .*
- *Construction material deliveries should be scheduled and coordinated to and from the site to minimize congestion during peak travel times.*
- *Provide designated parking areas for construction worker parking in order to minimize impacts to other parking facilities in and around the site and to minimize unnecessary circulation associated with searching for parking. On-site and off-site parking arrangements for construction parking should focus on facilities with existing unused capacity in order to minimize displacement of existing parking.*

The Construction Management Plan for the SOI addressed the above issues.

- *Phase development to minimize temporary decreases in parking supply during construction. Development could be phased to construct elements or phases of the Master Plan that provide additional parking supply.*

No construction that reduces parking has been started since the SOI, no action taken.

EIS 21 Public Services and Utilities - Short-term Construction-related

- *Coordinate with utility providers to minimize shutdown frequency and duration.*
- *Coordinate construction disruption to traffic, access, or safety with SPD and SFD*
- *Develop projects to minimize interference with existing utilities.*
- *Notify neighbors of impending shutdowns.*
- *Make utility connections at times that least impact neighbors.*

On-going compliance.

CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

Employer Id : E84053

Employer : Swedish Medical Center

Worksite : Seattle/First Hill

Street : 747 BROADWAY

Jurisdiction : City of Seattle

Survey Type : Online

Survey Date : 10/4/2011

Response Rate : 74%

Drive Alone & One-Way VMT Rates at this Worksite

Employees and Survey Response Information

Drive Alone : 38.8%

Reported Total Employees at Worksite: 4,503

Surveys Distributed : 3,046

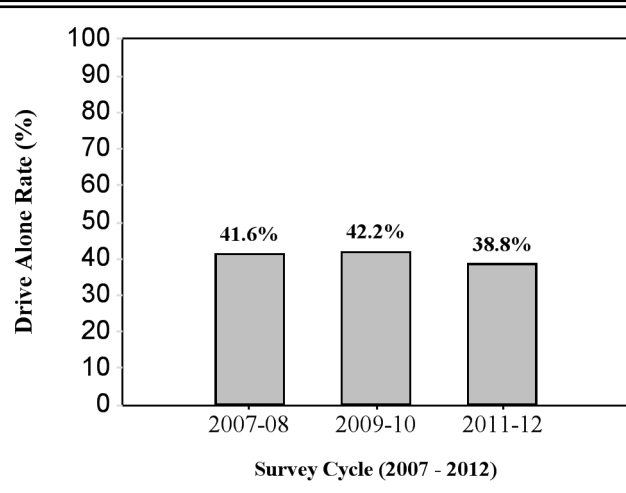
One-Way VMT per employee : 7.3

Surveys Returned : 2,248

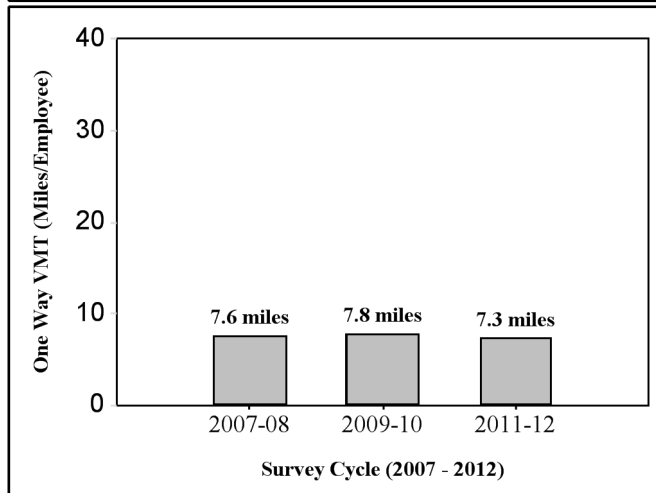
Surveys Returned by CTR Affected Employees : 1,847

Total Estimated CTR - Affected Employees at Worksite : 2,503

Drive Alone - All Employees



One Way VMT per Employee - All Employees



Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007-08	41.6%	37.8%	7.6	7.1
2009-10	42.2%	34%	7.8	6.7
2011-12	38.8%	36.3%	7.3	7.0
Goal for 2011-12	37.4%	34%	6.6	6.2
Percent Change From First Survey	-6.7%	-4%	-3.9%	-1.4%

Note: An "affected" employee is a person who works full-time and who begins a regular work day at a single worksite between 6 am and 9 am on two or more weekdays for at least twelve continuous months.

** Goal is an estimate only, based on an assumed 10% reduction in drive alone rate and a 13% reduction in VMT/employee from the first survey conducted from 2007 to 2010. However, jurisdictions can set higher goals, and may set different goals for individual worksites. Goal is calculated off of the first survey without fill-in applied. Drive alone rate includes one-person motorcycles.

Employer ID: E84053

Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007-2008	2009-2010	2011-2012
Drive Alone - All Employees*	41.6%	42.2%	38.8%
VMT/Employee - All Employees	7.6	7.8	7.3
Drive Alone - CTR Affected Employees*	37.8%	34.0%	36.3%
VMT/Employees - CTR Affected Employees	7.1	6.7	7.0

* Drive alone rate includes one person motorcycles.

Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.

GHG Emissions: Total for Drive Alone, Carpools, Vanpools

Annual Greenhouse Gas Emissions (Metric Tons CO₂e) for Roundtrip Commute*

	2007-2008	2009-2010	2011-2012
Emissions for Surveyed Employees	2,509	3,562	3,249
Estimated Emissions for Total Employment	8,863	6,391	6,508

* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

Bus Transit Passenger Miles and Rail Transit Passenger Miles*

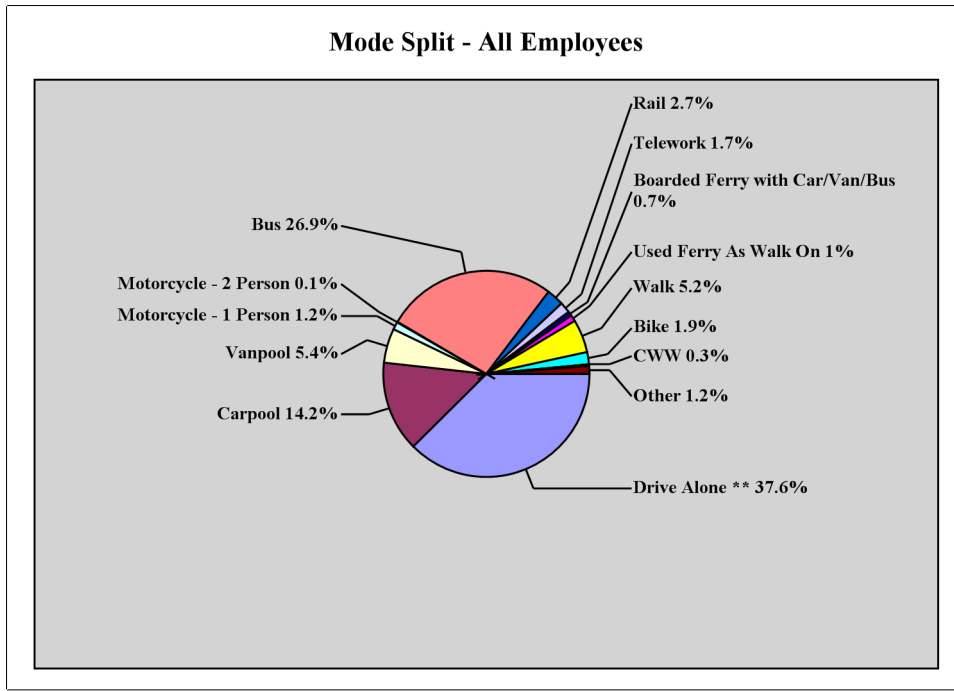
Annual Transit Passenger Miles (includes Roundtrip Commute)	2007-2008	2009-2010	2011-2012
Bus Annual Passenger Miles - Surveyed Employees	2,984,600	3,422,200	3,849,000
Bus Annual Passenger Miles - Estimated for Total Employment	10,542,467	6,140,412	7,709,982
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	301,400	598,200	686,400
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	1,064,632	1,073,343	1,374,937
Ferry Annual Passenger Miles - Surveyed Employees	0	773,100	352,500
Ferry Annual Passenger Miles - Estimated for Total Employment	0	1,387,164	706,097

* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO₂e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO₂e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO₂e emissions per passenger mile for train/light rail/streetcar.

Employer ID : E84053

Commute Trips By Mode - All Employees *

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone **	3,751	37.6%	41.1%	1,099	48.9%	51.9%
Carpool	1,422	14.2%	14.4%	420	18.7%	18.3%
Vanpool	544	5.4%	4.7%	172	7.7%	6%
Motorcycle - 1 Person	122	1.2%	1.2%	35	1.6%	1.4%
Motorcycle - 2 Person	7	0.1%	0.1%	4	0.2%	0.1%
Bus	2,686	26.9%	24.8%	682	30.3%	27.1%
Rail	267	2.7%	1.9%	67	3%	2.2%
Telework	168	1.7%	1.3%	51	2.3%	1.5%
Boarded Ferry with Car/Van/Bus	65	0.7%	1.1%	19	0.8%	1.2%
Used Ferry As Walk On	95	1%	1.4%	25	1.1%	1.7%
Walk	522	5.2%	4.4%	125	5.6%	4.6%
Bike	188	1.9%	1.8%	56	2.5%	2.6%
CWW	29	0.3%	0.6%	15	0.7%	1.2%
Other	120	1.2%	1.3%	40	1.8%	2%

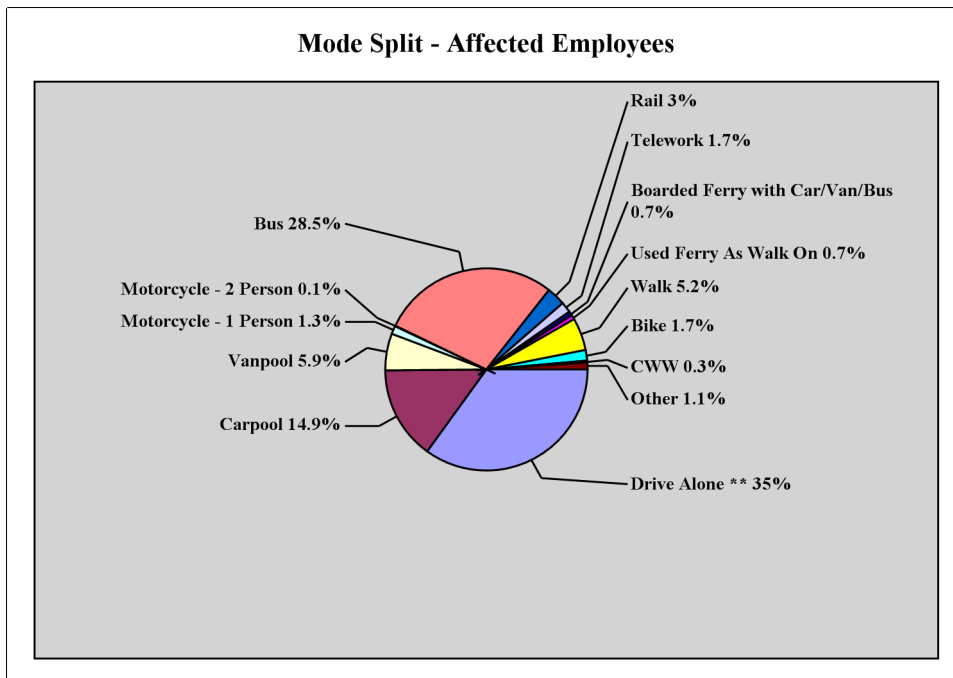
* Mode shares in 2009/2010 survey are not entirely consistent with mode shares in 2007/08 survey since 2009/2010 survey included new modes (i.e. two ferry options)

** Drive alone mode includes fill-in, where applicable.

Employer ID : E84053

Commute Trips By Mode - Affected Employees *

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During previous Survey Week	Employees Who Used This Mode At Least Once During This Survey Week	% of Employees Who Used This Mode At Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During previous Survey Week
Drive Alone **	2,987	35%	32.9%	866	46.9%	45.6%
Carpool	1,271	14.9%	16.8%	367	19.9%	22.3%
Vanpool	500	5.9%	5.9%	154	8.3%	7.6%
Motorcycle - 1 Person	113	1.3%	1.1%	32	1.7%	1.5%
Motorcycle - 2 Person	7	0.1%	0.1%	4	0.2%	0.2%
Bus	2,427	28.5%	28.6%	601	32.5%	33%
Rail	252	3%	2.6%	62	3.4%	3.2%
Telework	142	1.7%	1.5%	44	2.4%	1.9%
Boarded Ferry with Car/Van/Bus	59	0.7%	0.9%	16	0.9%	0.9%
Used Ferry As Walk On	62	0.7%	1.3%	16	0.9%	1.5%
Walk	442	5.2%	4.3%	102	5.5%	4.7%
Bike	149	1.7%	2.3%	44	2.4%	3.1%
CWW	22	0.3%	0.5%	11	0.6%	1.3%
Other	97	1.1%	1.2%	32	1.7%	2.1%

* Mode shares in 2009/2010 survey are not entirely consistent with mode shares in 2007/08 survey since 2009/2010 survey included new modes (i.e. two ferry options).

** Drive alone mode includes fill-in, where applicable.

Employer ID: E84053

Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	722	32%	2,248	100%
1 Days	96	4%	1,526	68%
2 Days	163	7%	1,430	64%
3 Days	248	11%	1,267	56%
4 Days	285	13%	1,019	45%
5 Days	637	28%	734	33%
6 or More Days	97	4%	97	4%

Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
5 days a week	315	24%	97	7.4%	420	32%	199	15.1%	41	3.1%	42	3.2%	79	6%	11	0.8%	838	63.8%
4 days a week (4/10s)	8	3.1%	69	26.5%	65	25%	26	10%	4	1.5%	9	3.5%	21	8.1%	4	1.5%	153	58.8%
3 days a week	5	1.2%	132	30.7%	32	7.4%	31	7.2%	2	0.5%	54	12.6%	20	4.7%	2	0.5%	167	38.8%
9 days in 2 weeks (9/80)	4	6.5%	8	12.9%	17	27.4%	7	11.3%	4	6.5%	6	9.7%	6	9.7%	2	3.2%	44	71%
7 days in 2 weeks	4	12.9%	2	6.5%	4	12.9%	2	6.5%	2	6.5%	1	3.2%	3	9.7%	1	3.2%	15	48.4%
Other	13	8.7%	30	20%	12	8%	7	4.7%	1	0.7%	7	4.7%	13	8.7%	2	1.3%	48	32%

Employer ID: E84053

Count by Occupancy of Carpools, Vanpools, and Motorcycles

Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

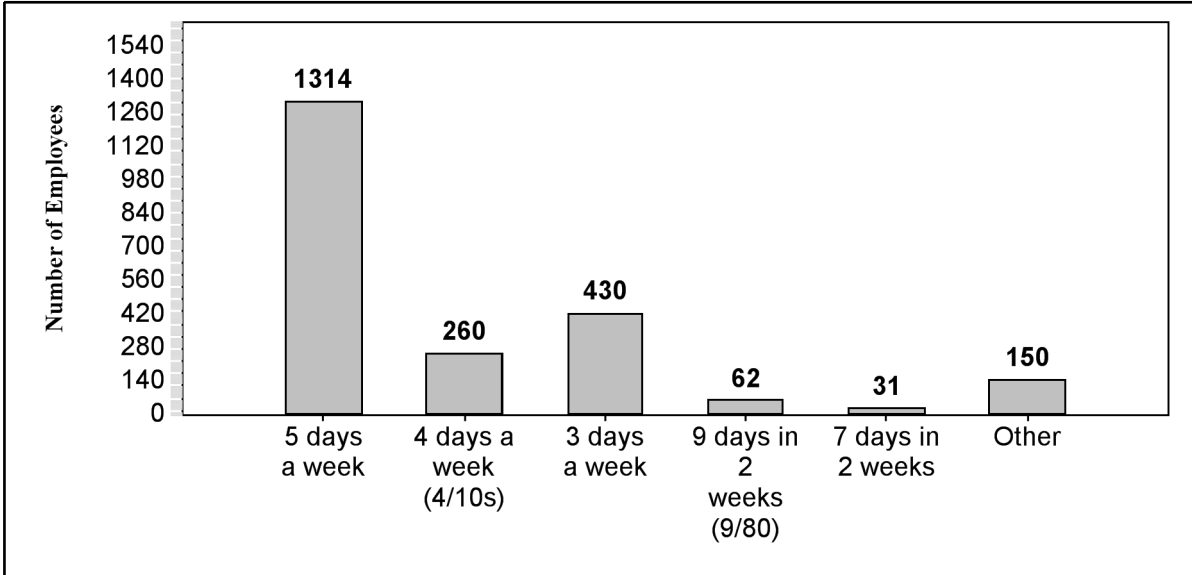
Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	122
2	Motorcycle	7
2	Carpool	1146
3	Carpool	200
4	Carpool	49
5	Carpool	15
>5	Carpool	12
<5	Vanpool	144
5	Vanpool	105
6	Vanpool	150
7	Vanpool	78
8	Vanpool	36
9	Vanpool	8
10	Vanpool	2
11	Vanpool	13
12	Vanpool	3
13	Vanpool	1
14	Vanpool	0
15	Vanpool	4

Employer ID: E84053

Reported Work Schedule - All Employees

Q.5 Which of the following most fits your normal work schedule?

Reported Work Schedule



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	1,314	58.5%
4 days a week (4/10s)	260	11.6%
3 days a week	430	19.1%
9 days in 2 weeks (9/80)	62	2.8%
7 days in 2 weeks	31	1.4%
Other	150	6.7%

Employer ID: E84053

Use Of Alternatives - Telework

Q.6b Employees who reported teleworking at least once in the previous two weeks, days teleworked in the last two weeks.

Number Of Days Teleworked	# Of Responses	% Of Total Employees
0	30	1.3%
1	17	0.8%
2	12	0.5%
3	7	0.3%
4	5	0.2%
5	3	0.1%
6	3	0.1%
7	3	0.1%
8	8	0.4%
9	1	0%
10	17	0.8%
Not Answered	2142	95.3%

Employer ID: E84053

Distance to Work, Use of Ferries, Park-and-Ride lots or Paid Parking by All Employees

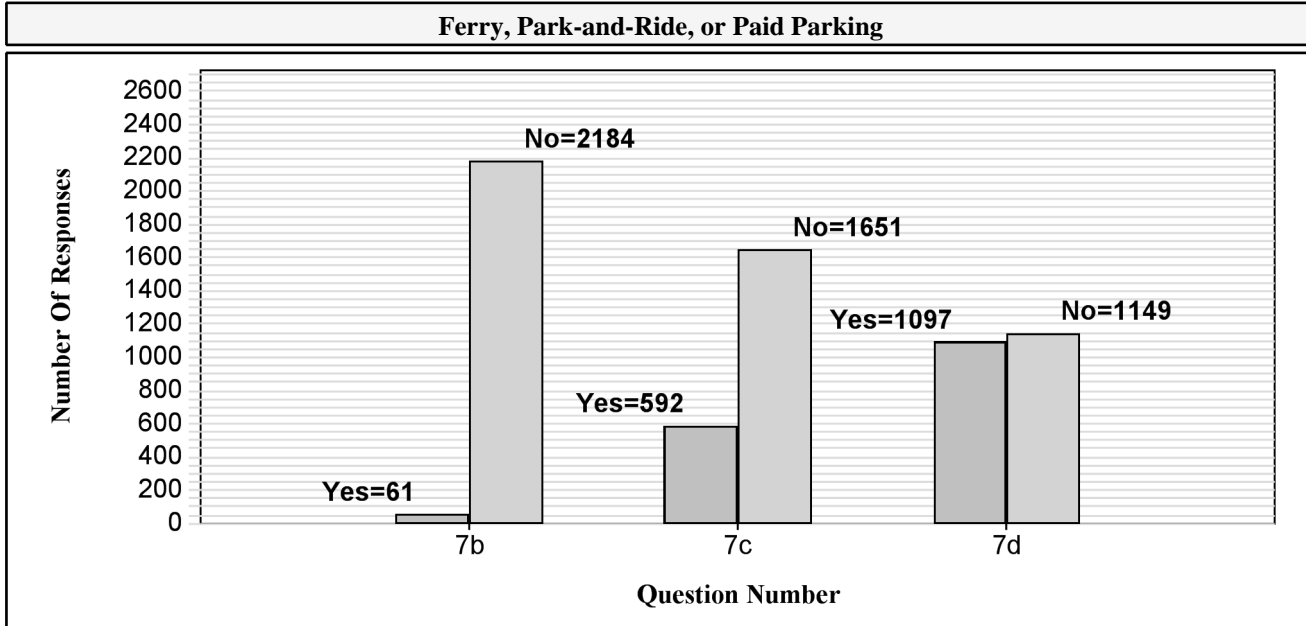
Q.7a. One-way, how many miles do you commute?

Average one-way distance home to work: 15.1 miles

Q.7b. Last week did you ride a ferry as part of your commute?

Q.7c. Last week did you use a park-and-ride lot as part of your commute?

Q.7d. Last week did you pay for parking as part of your commute?



Employer ID: E84053

Preferred Incentives by All Employees

Q.9 If you drive alone to work, which of the following would most encourage you to try using an alternative to driving alone? (Respondents asked to select the three incentives most important to them.)

Preferred Incentive	# of Responses	% of all Responses
Lockers and showers for walkers and bicyclists	89	3.9%
Personalized help forming a carpool or vanpool	88	3.9%
A financial subsidy for giving up your parking space	66	2.9%
Priority, reserved, or discounted parking for carpools and vanpools	57	2.5%
Improved security at park-and-ride lots	45	2%
More spaces at park-and-ride lots	42	1.8%
More information about commute alternatives	42	1.8%
Personalized help finding bus times and routes	41	1.8%
A financial incentive (allowance/subsidy) for using an alternative to driving alone	312	13.7%
Secured, covered parking for your bicycle	31	1.4%
Transportation during lunch or breaks for personal errands	30	1.3%
More frequent bus service at the worksite	296	13%
An immediate ride home in case of an emergency(guaranteed ride home)	263	11.5%
Other:	244	10.7%
Opportunity to work at home(telework)	206	9%
A more flexible work schedule to meet carpools, vanpools, the bus,etc.	182	8%
An employer-provided car for work purposes during work hours	136	6%
on-site childcare, banking, dry cleaning, fitness center or other services	104	4.6%
On-site food service or kitchen facility	10	0.4%

Employer ID: E84053

Likelihood of Trying Alternative Modes (Percentage of All Employees)

Q.10: How likely would you be to try the following ways of getting to work?

Mode	Do Now	Likely	Not Likely	Not an Option	# of Responses
Carpool	16.0%	25.7%	25.2%	11.7%	1767
Vanpool	8.5%	21.5%	31.7%	15.3%	1730
Bus	31.3%	22.9%	17.3%	9.6%	1823
Train	3.5%	12.9%	15.4%	40.3%	1623
Bicycle	3.7%	8.3%	22.3%	36.3%	1588
Walking	8.6%	4.5%	14.1%	44.0%	1600
Telework	2.8%	19.0%	9.4%	41.0%	1621
CWW	7.1%	23.4%	10.3%	30.4%	1602

Employee Transit Use - All Employees

Q.11: Last week, how many one-way transit or walk-on ferry rides did you take on each listed below (for any purpose, not just getting to and from work)?

Trips / Week	Employees Making This Many Transit Trips in a Week									
	King County Metro	Sound Transit	Community Transit	Pierce Transit	Kitsap Transit	Intercity Transit	Everett Transit	Island Transit	Ferry As Walk-On	Other Transit
1	49	17	12	1	3	0	2	1	3	0
2	60	22	8	1	4	0	0	0	4	0
3	32	4	2	0	0	0	0	0	1	0
4	68	19	8	0	3	0	0	0	8	0
5	83	18	9	2	2	0	0	0	6	0
6	52	9	4	0	1	0	1	0	0	0
7	8	1	0	0	0	0	0	0	1	0
8	91	9	12	0	0	0	0	0	4	0
9	6	1	0	0	0	0	0	0	0	0
10	144	35	11	3	3	0	0	1	4	0
11 or more	55	3	1	1	0	0	0	0	1	0
# Of Employees using Transit	648	138	67	8	16	0	3	2	32	0
Total One-Way Transit Trips Per Week	4409	774	353	55	69	0	8	11	167	0

Employer ID: E84053

Employee Transit Use - Affected Employees

Q.11: Last week, how many one-way transit or walk-on ferry rides did you take on each listed below (for any purpose, not just getting to and from work)?

Trips / Week	Employees Making This Many Transit Trips in a Week									
	King County Metro	Sound Transit	Community Transit	Pierce Transit	Kitsap Transit	Intercity Transit	Everett Transit	Island Transit	Ferry As Walk-On	Other Transit
1	45	15	9	1	0	0	2	1	2	0
2	45	19	7	1	2	0	0	0	3	0
3	25	3	2	0	0	0	0	0	0	0
4	62	17	7	0	2	0	0	0	5	0
5	77	18	8	2	2	0	0	0	4	0
6	39	8	3	0	1	0	0	0	0	0
7	6	1	0	0	0	0	0	0	0	0
8	85	8	11	0	0	0	0	0	3	0
9	5	1	0	0	0	0	0	0	0	0
10	132	33	11	2	3	0	0	1	4	0
11 or more	51	3	1	1	0	0	0	0	0	0
# Of Employees using Transit	572	126	59	7	10	0	2	2	21	0
Total One-Way Transit Trips Per Week	3927	721	325	45	58	0	2	11	112	0

Employer ID: E84053

Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Weekly Count of Trips By Mode															
Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98122	76	3.38	44	4	0	4	81	0	8	214	0	0	0	0	0
98118	74	3.29	101	76	9	4	107	25	13	0	1	0	0	1	0
98133	60	2.67	61	54	29	0	94	0	0	0	2	0	2	0	0
98103	60	2.67	140	23	0	7	64	0	17	2	7	0	0	0	0
98144	56	2.49	93	22	0	0	96	13	16	9	5	4	0	0	0
98115	54	2.40	111	10	8	0	96	0	7	0	1	1	0	0	0
98117	53	2.36	96	37	3	1	72	0	6	0	7	4	1	0	0
98125	51	2.27	97	21	3	1	101	0	1	0	10	1	0	0	0
98178	44	1.96	57	65	19	0	49	10	0	0	0	0	0	0	0
98199	40	1.78	109	9	0	6	48	0	15	1	3	0	0	0	0
98106	38	1.69	50	34	5	4	72	6	2	0	0	0	0	0	0
98058	38	1.69	70	38	8	5	31	0	1	0	0	0	5	0	0
98107	37	1.65	85	28	1	0	45	3	10	0	2	0	0	0	0
98109	37	1.65	59	27	0	0	41	0	4	13	0	0	0	0	0
98126	37	1.65	72	31	7	0	29	0	3	2	5	0	0	0	0
98036	37	1.65	51	24	32	5	33	0	0	0	7	0	0	0	0
98155	37	1.65	53	26	12	0	66	0	0	0	6	0	0	0	0
98056	35	1.56	76	20	8	3	42	0	0	0	1	0	0	0	0
98102	33	1.47	35	5	0	11	23	0	22	46	4	0	0	0	0
98101	32	1.42	15	2	0	0	7	0	0	133	0	0	0	0	0
98112	31	1.38	52	12	0	10	49	0	8	12	1	0	0	0	0
98026	31	1.38	64	23	8	2	32	0	0	0	4	0	0	0	0
98031	30	1.33	42	42	3	0	36	8	0	0	0	0	0	0	0
98116	29	1.29	55	25	2	3	37	0	2	0	0	2	0	2	0
98198	29	1.29	75	10	6	0	28	5	0	0	5	1	0	0	0
98136	28	1.25	65	22	0	0	23	3	0	0	2	4	0	4	0
98040	28	1.25	87	25	2	0	13	0	3	0	0	0	0	0	0
98003	28	1.25	46	18	7	2	49	6	0	0	2	0	0	0	0

Weekly Count of Trips By Mode

Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98037	26	1.16	31	25	17	0	40	0	0	0	0	0	0	0	0
98108	26	1.16	47	25	4	8	31	0	5	0	0	0	0	0	0
98087	26	1.16	38	23	11	0	32	0	0	0	3	0	0	0	0
98168	26	1.16	54	24	1	0	28	1	0	0	0	0	0	0	0
98012	25	1.11	36	21	5	2	43	0	0	0	4	0	0	0	0
98006	24	1.07	56	0	11	0	21	0	8	0	4	0	0	0	0
98043	24	1.07	25	16	19	0	46	0	0	0	8	0	0	0	0
98059	24	1.07	44	23	14	0	27	0	0	0	4	0	0	0	0
98119	24	1.07	34	16	0	0	33	0	10	1	0	0	0	0	0
98208	24	1.07	27	16	17	5	34	0	0	0	0	0	0	0	0
98020	23	1.02	46	8	15	6	20	3	2	0	0	0	0	0	0
98021	22	0.98	47	10	21	0	14	0	0	0	0	1	0	0	0
98029	22	0.98	41	24	12	0	13	0	0	0	0	0	0	0	0
98177	22	0.98	59	3	8	0	16	5	0	0	0	0	0	0	0
98146	21	0.93	32	33	2	0	33	0	0	0	0	0	0	0	0
98034	21	0.93	34	21	0	0	38	0	0	0	0	0	5	0	0
98042	21	0.93	27	8	19	0	19	16	0	0	0	0	0	0	0
98055	20	0.89	46	9	10	0	31	0	0	0	0	0	0	0	0
98104	20	0.89	8	0	0	0	20	0	0	66	0	0	0	0	0
98110	19	0.85	0	0	0	5	1	0	7	0	4	0	12	54	0
98023	19	0.85	14	5	11	0	57	0	2	0	0	0	0	0	0
98038	19	0.85	36	15	20	0	5	0	0	0	5	2	0	0	0
98032	18	0.80	27	19	5	0	29	5	0	0	0	0	0	0	0
98033	18	0.80	36	4	5	1	21	1	0	0	4	0	0	0	0
98001	18	0.80	44	5	13	0	17	0	0	0	0	0	0	0	0
98166	18	0.80	40	28	0	5	4	0	0	0	0	0	0	0	0
98008	17	0.76	24	2	6	0	32	0	0	0	5	1	0	0	0
98027	17	0.76	35	23	0	0	10	0	0	0	0	0	0	0	0
98028	17	0.76	30	13	3	2	21	0	0	0	6	0	0	0	0
98052	17	0.76	43	9	4	0	20	0	0	0	0	0	0	0	0
98121	17	0.76	16	7	0	5	36	0	0	11	0	0	0	0	0
98030	16	0.71	23	10	6	0	12	21	0	0	0	0	0	0	0
98005	15	0.67	35	2	14	0	19	0	2	0	0	0	0	0	0

Weekly Count of Trips By Mode

Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98092	15	0.67	11	13	2	0	12	27	0	0	1	1	0	0	0
98188	15	0.67	20	27	3	0	19	5	0	0	0	0	0	0	0
98204	15	0.67	23	5	4	4	24	0	0	0	0	4	0	0	0
98258	15	0.67	25	7	7	0	18	0	0	0	0	0	0	0	0
98105	14	0.62	31	6	0	5	16	0	0	0	0	0	0	0	0
98057	14	0.62	26	26	6	0	5	0	0	0	0	0	5	0	0
99999 (invalid)	14	0.62	35	0	0	0	6	0	1	8	9	0	0	0	0
98075	13	0.58	49	7	0	0	5	0	0	0	0	1	0	0	0
98007	12	0.53	32	3	3	0	13	0	0	0	5	0	0	0	0
98296	12	0.53	18	18	5	0	8	0	0	0	0	0	0	0	0
98070	11	0.49	1	0	12	0	0	0	8	0	7	0	10	1	0
98072	11	0.49	36	0	1	0	9	0	0	0	0	0	0	0	0
98275	10	0.44	14	6	2	0	14	4	0	0	5	0	0	0	0
98270	9	0.40	21	5	0	0	15	0	0	0	0	0	0	0	0
98391	9	0.40	17	0	3	0	4	21	0	0	0	0	0	0	0
98004	9	0.40	16	9	7	0	11	0	0	0	0	0	0	0	0
98466	9	0.40	6	0	9	0	21	5	0	0	0	0	0	0	0
98045	8	0.36	9	9	6	0	5	0	0	0	0	0	0	0	0
98065	8	0.36	10	6	5	0	2	0	0	0	0	0	0	0	0
98074	7	0.31	24	2	0	4	0	0	0	0	0	0	0	0	0
98366	7	0.31	0	6	10	0	0	0	0	0	0	0	9	5	0
98372	7	0.31	17	5	0	0	0	11	0	0	0	0	0	0	0
98203	7	0.31	10	10	6	0	3	0	0	0	0	0	0	0	0
98002	6	0.27	1	3	4	0	17	5	0	0	0	0	0	0	0
98148	5	0.22	7	2	0	0	9	0	0	0	0	0	0	0	0
98408	5	0.22	4	1	0	0	16	0	0	0	0	0	0	0	0
98422	5	0.22	14	1	0	0	9	0	0	0	0	0	0	0	0
98374	4	0.18	0	0	0	0	0	18	0	0	0	0	0	0	0
98370	4	0.18	0	0	0	0	5	0	0	1	4	0	0	4	0
98312	4	0.18	4	0	0	0	0	0	0	0	0	0	5	5	0
98290	4	0.18	7	0	0	0	12	0	0	0	0	0	0	0	0
98011	4	0.18	5	7	0	0	4	0	0	0	0	0	0	0	0

Weekly Count of Trips By Mode

Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98053	4	0.18	6	11	0	0	0	0	0	0	0	0	0	0	0
98047	3	0.13	6	0	0	0	4	0	0	0	0	0	0	0	0
98019	3	0.13	5	5	0	0	3	0	0	0	0	0	0	0	0
98077	3	0.13	4	0	0	0	5	0	0	0	0	0	0	0	0
98292	3	0.13	9	1	0	0	0	0	0	0	0	0	0	0	0
98444	3	0.13	5	0	0	0	6	6	0	0	0	0	0	0	0
98383	3	0.13	0	0	0	0	5	0	0	0	0	0	1	4	0
98387	3	0.13	8	0	0	0	3	0	0	0	0	0	0	0	0
98406	3	0.13	1	2	0	0	11	0	0	0	0	0	0	0	0
98802	3	0.13	12	0	0	0	0	0	0	0	0	0	0	0	0
98405	2	0.09	0	0	0	0	8	0	0	0	0	0	0	0	0
98597	2	0.09	9	0	0	0	0	0	0	0	1	0	0	0	0
98467	2	0.09	0	0	0	0	5	0	0	0	0	0	0	0	0
98407	2	0.09	1	0	0	0	0	9	0	0	0	0	0	0	0
98402	2	0.09	3	0	0	0	6	0	0	0	0	0	0	0	0
98445	2	0.09	4	0	0	0	0	4	0	0	0	0	0	0	0
98446	2	0.09	5	0	0	0	5	0	0	0	0	0	0	0	0
98465	2	0.09	5	0	0	0	6	0	0	0	0	0	0	0	0
98337	2	0.09	0	0	0	0	0	0	0	0	0	0	5	5	0
98367	2	0.09	0	7	0	0	0	0	0	0	0	0	0	0	0
98310	2	0.09	0	0	0	5	0	0	4	0	0	0	0	0	0
98282	2	0.09	0	0	0	0	5	0	0	0	6	0	0	0	0
98252	2	0.09	0	12	0	0	0	0	0	0	0	0	0	0	0
98271	2	0.09	3	3	0	0	0	0	0	0	0	0	0	0	0
98272	2	0.09	10	0	0	0	0	0	0	0	0	0	0	0	0
98274	2	0.09	1	0	0	4	3	0	0	0	1	1	0	0	0
98223	2	0.09	5	2	0	0	0	0	0	0	0	0	0	0	0
98111	2	0.09	0	0	0	0	3	0	0	0	0	0	0	0	0
98022	2	0.09	0	0	0	0	0	5	0	0	0	0	0	0	0
98009	1	0.04	0	5	0	0	0	0	0	0	0	0	0	0	0
98010	1	0.04	2	2	0	0	0	0	0	0	0	1	0	0	0
98050	1	0.04	3	0	0	0	0	0	0	0	0	0	0	0	0
98046	1	0.04	0	0	3	0	0	0	0	0	0	0	0	0	0

Weekly Count of Trips By Mode

Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98114	1	0.04	0	0	0	0	7	0	0	0	0	0	0	0	0
98134	1	0.04	4	1	1	0	0	0	0	0	0	0	0	0	0
98062	1	0.04	1	0	0	0	4	0	0	0	0	0	0	0	0
98225	1	0.04	1	0	0	0	0	0	0	3	0	0	0	0	0
98229	1	0.04	2	0	0	0	0	0	0	0	0	0	0	0	0
98239	1	0.04	4	0	0	0	0	0	0	0	0	0	0	0	0
98201	1	0.04	2	0	0	0	4	0	0	0	0	0	0	0	0
98165	1	0.04	5	0	0	0	0	0	0	0	0	0	0	0	0
98195	1	0.04	5	0	0	0	0	0	0	0	0	0	0	0	0
98206	1	0.04	0	0	0	0	4	0	0	0	0	0	0	0	0
98260	1	0.04	2	0	0	0	3	0	0	0	0	0	0	0	0
98368	1	0.04	0	0	0	0	2	0	0	0	0	0	0	0	0
98371	1	0.04	2	0	0	0	0	0	0	0	0	0	0	0	0
98375	1	0.04	2	0	0	0	0	1	0	0	2	0	0	0	0
98373	1	0.04	2	1	0	0	0	2	0	0	0	0	0	0	0
98338	1	0.04	2	0	0	0	0	4	0	0	0	0	0	0	0
98342	1	0.04	0	0	0	0	0	0	0	0	0	0	5	0	0
98346	1	0.04	0	0	0	0	0	0	0	0	0	0	0	5	0
98354	1	0.04	5	0	0	0	0	0	0	0	0	0	0	0	0
98362	1	0.04	2	0	0	0	0	0	0	0	0	0	0	0	0
98323	1	0.04	5	0	0	0	0	0	0	0	0	0	0	0	0
98332	1	0.04	0	3	0	0	0	0	0	0	0	0	0	0	0
98333	1	0.04	0	3	0	0	0	0	0	0	0	0	0	0	0
98424	1	0.04	3	0	0	0	0	0	0	0	0	0	0	0	0
98418	1	0.04	1	0	0	0	0	4	0	0	0	0	0	0	0
98403	1	0.04	2	0	0	0	0	0	0	0	0	0	0	0	0
98404	1	0.04	0	0	0	0	4	0	0	0	1	0	0	0	0
98392	1	0.04	0	0	0	0	0	0	0	0	0	0	0	5	0
98401	1	0.04	0	0	0	0	0	5	0	0	0	0	0	0	0
98498	1	0.04	0	0	0	0	6	0	0	0	0	0	0	0	0
98502	1	0.04	1	0	0	0	0	0	0	0	0	0	0	0	0
98503	1	0.04	0	0	0	0	5	0	0	0	0	0	0	0	0
98851	1	0.04	0	0	0	0	0	0	0	0	4	0	0	0	0

Weekly Count of Trips By Mode

Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98922	1	0.04	2	0	0	0	0	0	1	0	0	0	0	0	0



City of Seattle
Department of Transportation

Transportation Management Program
Annual Report Form

(Revised October 2010)

Program for the Year: **January—December, 2010**

1. Building/campus name: Swedish/First Hill Campus
 2. Building/campus location address and zip code: 747 Broadway; Seattle, WA 98122
 3. Mailing address if different:
-
4. Name of Property Manager: N/A
Mailing Address:
Telephone: FAX: e-mail:
 5. Name of Property Owner:
Mailing Address
Telephone FAX: e-mail:
-
6. What is the total number of people work and/or reside in this building? 4,431
 7. How many tenants employ 100 or more employees? None
(Provide a complete list of tenants and the total population for each in response to Q. 17 on Page 3.)
 8. **The current use of this property is:** Medical Center
Enter the date and nature of any change in use since the last report: N/A
-
9. **Building Transportation Coordinator (BTC) Information:**
Name: Karen Lee Kimber
Location Address: 747 Broadway; Seattle, WA 98122
Mailing address if different from location:
e-mail address: karen.kimber@swedish.org
Telephone Number: (206) 215-249 FAX Number: (206) 215-3620
 - a. Where does the building manager display this information? - Parking & Commuting Web Page & On hand outs for new employees
 - b. Describe the Commuter Information Center for the building and its location. - Located in the main lobby area; has information on buses, carpool and vanpool.
 - c. Are the benefits associated with the building's transportation management program available to everyone who works in the building? : X yes no
-
10. **Promoting and Marketing TMP and Commuter Information:** The City requires the BTC to distribute information about the building's TMP to tenants and employees.
 - a. Do you provide new tenants with a summary of the benefits available to them and their employees via this transportation management program? N/A - no tenants
 - b. How frequently do you inform tenants about the building's transportation program and related incentives or benefits? - N/A - no tenants

Peter E. Hahn, Acting Director
Department of Transportation
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TTY/TDD (206) 684-4009
peter.hahn@seattle.gov

<http://www.seattle.gov/transportation>

An equal opportunity employer. Accommodations for people with disabilities provided on request.

Transportation Management Annual Report

- c. When did you last distribute a summary to tenants and their employees?
- d. What method(s) of distribution do you employ? (Electronic, in-house newspaper, web site, orientation materials, new tenant information packet? Other?)
- e. Please describe or attach examples of the information you provide.
- f. When was the building's last transportation fair?

11. Incentives: The City requires property owners and managers to mitigate traffic by providing incentives that support reduction in demand for drive alone commutes. What incentives does this building provide?

- a. **Public transportation subsidies:** Does the building management provide a direct subsidy of public transportation to building occupants? ORCA Passport Cards
 X **yes** no If "yes," in what form? (e.g., Cash reimbursement, free or discounted transit passes.)
 If "yes," what is the monthly value of the subsidy? \$1,779,231.80 – employee annual cost \$130.56 – we are not able to break down the cost per campus since we have the ORCA Passport.
 If "no," do your lease agreements require tenants to provide public transportation subsidies or related benefits?
 yes no If "yes," Indicate on the tenant list, which have lease agreements that include this provision.
- b. Guaranteed (Emergency) Ride Home Program: yes no
- c. Priority parking for high occupancy vehicles: yes no
- d. On- site sale of transit fare media? yes no
- e. Car-share subscription program? yes no
- f. Shuttle or custom bus? yes no
- g. Access to a ride-match service? yes no

12. PARKING INFORMATION

	On-Site	<u>Remote or Satellite</u>
a. Total number of parking spaces	2,114	N/A
b. Total number of spaces reserved for high occupancy vehicles (HOV)	150	N/A
c. Total number of spaces reserved for car-share subscription vehicles.	N/A	N/A
d. Lowest monthly parking rate available	\$100.00	N/A
e. Lowest daily rate charged.	\$12.00	N/A
f. Monthly rate paid by carpools:	\$25/per person	N/A
g. Monthly rate paid by vanpools:	No Charge	N/A

13. Showers for walkers & bicyclists? **yes** no **14.** Clothes lockers? yes no

15. Secure storage for bicycles? **yes** no **16.** Total number of bicycles accommodated:

Transportation Management Annual Report

18. CERTIFICATION: I hereby certify that the information provided by me on this TMP Annual Report form and all information attached hereto are true to the best of my knowledge. I further acknowledge SMC 112A.16.040, which states that it is illegal to file or cause to be filed with the City any misstatements of material fact and SMC 12A.02.070, which states that such misstatements are a gross misdemeanor punishable by a maximum term in jail of 365 days and or a \$5,000.00 fine. I further acknowledge that in order for the City to accept this report the preparer must respond to every question.

In the space below please print or type the name and title of the individual responsible for submitting this report to the City of Seattle, and the name of the organization he or she represents. The responsible person must then sign and date the document before transmitting it to the City for review.

Responsible Individual:
Organization represented:

Signature of Responsible Individual

Date Submitted

When you have completed and signed this report, please e-mail a copy to fidel.alvarez@seattle.gov If you are unable to send the report electronically, please send it by U.S. Mail addressed to:

Fidel Alvarez
Associate Transportation Planner
Seattle Department of Transportation
City of Seattle
PO Box 34996
Seattle WA 98124-4996

If you have questions regarding this report, please contact Mr. Fidel Alvarez, Seattle Department of Transportation at 206-684-7576.