



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2501717
Applicant Name: Gil Jaffe of Callison for Sabey Corporation
Address of Proposal: 535 16th Avenue

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future expansion (502 parking spaces) and addition (204 spaces) to an existing parking garage for a major institution (Swedish Medical Center / Providence Campus). The request requires the approval of a Minor Amendment to a Major Institution Master Plan, as required under SMC 23.69.035. Grading of approximately 25,000 cubic yards will be required.

The following approvals are required:

Request for a Minor Amendment, SMC 23.69.035

SEPA - Environmental Determination - Chapter 25.05 SMC

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction

BACKGROUND

Site and Vicinity

The proposed addition is located within the Swedish Medical Center / Providence campus. The campus and Master Plan area encompass an approximately ten block area bounded by East Cherry Street, East Jefferson Street, 15th Avenue and mid block between 18th and 19th Avenues.

The proposed garage addition / expansion is located along the perimeter of the campus bordered by 15th and 16th Avenues and East Jefferson Street. Zoned Major Institution Overlay with a 105 foot height limit for buildings developed by the hospital within this overlay, the site has an underlying zoning of Single Family 5000 (SF 5000), applicable only to those projects not developed by the institution. A small portion of the subject property's northern most section has a MIO-65 overlay with an underlying zone of Lowrise Three (L3).

Properties immediately to the north and east are within the MIO. Seattle University's physical education building lies to the west across 15th Ave. The university possesses its own major institutional overlay (MIO 65) with an underling L3 zone. On the south side of E. Jefferson St., the zoning shifts to Single Family 5000 and lies outside of a major institutional overlay.

The site comprises six of the seven parcels bordering E. Jefferson St. The medical complex does not control the property at the northwest corner of 16th Ave and E. Jefferson St. From the northeast to the southwest, the subject property descends by approximately 20 feet.

The MIMP approved an expansion of an existing 724 space parking garage. Phase IA would add 204 parking spaces on 2 ½ levels above the parking garage. Phase 1B, in turn, would expand the garage to the south toward E. Jefferson St. and add 502 spaces. Approximately, 47 surfaces parking spaces would be removed due to the expansion. The overall parking requirements in the approved MIMP were based on ranges described in the city of Seattle land use code that are based on development.

Proposal

The applicant proposes a 151,043 square foot expansion to the south of an existing parking garage consisting of four floors above grade (67,274 sq. ft.) and four floors below grade and a two-story (71,148 sq. ft.) addition to the same 724 space garage for a total of 1,430 parking spaces. Due to a proposed change in setbacks from the property line at E. Jefferson St., a minor amendment to the adopted Major Institutional Master Plan (MIMP) is required. The applicant requests a reduction of the setback from 20 feet to one foot. A total of 45 existing surface parking spaces would be removed.

The City Council in its passage of the MIMP imposed several conditions on the parking garage addition and expansion. These six conditions addressed landscaping in the 20' setback, potential restrictions on use of the garage, and installation of informational signs and right of way improvements. Three other mitigation measures in the form of conditions were agreed upon by Providence and the Squire Park Community Council. These address 1) light and glare from spilling on to the residential properties to the south across Jefferson; 2) the appearance of the garage and its compatibility with the community setting; and 3) the landscaping of the 20' buffer along the Jefferson St. frontage.

ANALYSIS - AMENDMENT TO MASTER PLAN

The proposal for this project requires a determination by the Director on compliance with SMC 23.69.035, changes to master plan. Specifically, this code section requires *"a proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment."*

Swedish Medical Center Providence Campus adopted a Major Institution Master Plan in July, 1994. The plan outlines the development program for the medical campus, establishes development standards for new buildings and provides for a transportation management program to reduce the number of single occupancy trips to the hospital.

Underlying development approved in MIMP

The adopted Major Institutional Master Plan establishes a 20 foot south setback on East Jefferson St. to form a “green wall”. The MIMP stipulates a dense planting of evergreens and the use of mature plants to add “visual diversity and transition in scale.” Furthermore, the south wall of the parking structure “shall provide visual relief through the addition of planters, tile or other ornamentation. Finally, the building shall be designed to resemble an office building.” The MIMP discusses related construction timing, right-of-way improvements and signage. The 20 foot setback reflects the underlying single family residential zone.

Proposed Minor Amendment

The medical center’s inability to purchase the property at the corner of E. Jefferson and 16th Ave. E. created design inefficiencies for the proposed garage. The applicant’s solution reduces the setback from 20’ to 1’ and lowers the height of the garage addition from six floors, which was comparable to the existing garage, to a maximum of 41 feet at the tower on the southwest corner and 27 feet at the higher southeast corner. Several levels of the garage would be below grade. The proposed change would not alter the number of parking spaces as stated in the MIMP. The intent of the 20 foot setback was the mitigation of the height along E. Jefferson St. as discussed by the Department of Neighborhood’s representative. Underground parking at the time of the MIMP development apparently was more financially difficult to achieve.

Accordingly, the change in setbacks to the current proposal requires a determination as to the nature of the change, detailed above and if the change is subject to an amendment, as required in SMC 23.69.035. A formal request was made to the Director by Sabey Corporation for Swedish Medical Center / Providence on March 21, 2005. The project was noticed on May 5, 2005 and re-noticed on April 13, 2006.

Review Process

As part of the Amendment process, SMC 23.69.035C and rules governing Notices of Interpretation under SMC 23.88.020D requires that the Citizen’s Advisory Committee, or CAC, receive both notice of the request and, subsequently, make a recommendation on the type of Amendment as either an Exempt, Minor or Major Amendment. The Advisory Committee is also given an opportunity to recommend what conditions (if any) should be imposed if the recommendation is that the project qualifies as a Minor Amendment. The Director then determines whether the amendment is minor or major according to subsections D and E of this code section. Swedish Medical Center / Providence made a request on March 21, 2005 to find that the development proposal that is the subject of this review is interpreted as a minor amendment. The following analysis is a review of the criteria for Minor Amendments, as reflected in SMC 23.69.035

Minor Amendments.

1. The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or

The proposed reduction of the setback by 19 feet maintains the same number of parking spaces as determined in the MIMP. The lowered height of the proposed structure at E. Jefferson St. compensates for the larger footprint. With the same number of stalls, potential traffic or parking impacts would not change. Placing more of the parking below grade and reducing the height potentially lessens the visual impacts of the garage upon the neighborhood.

2. The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located; or

The proposal is a change to a master plan condition. The setback reduction eliminates design inefficiencies based on the inability of the applicant to acquire a specific property on E. Jefferson St. Although the design of the 20 foot landscaped setback may have created safety concerns, the reduction of all but one foot of the setback changes the relationship of the structure to the streetscape. Neither the number of stalls nor the intensity of use would be increased. This is the minimum necessary to afford relief. The change would not be materially detrimental to the general welfare or surrounding property.

3. The amendment is a proposal by the Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within two thousand five hundred feet (2,500') of the MIO District boundary, and the use is allowed in the zone for but not permitted pursuant to Section 23.69.022.

This does not apply.

In making the determination whether the amendment is minor, the Director shall consider the following factors:

a. Whether an adequate supply of commercially zoned land for business serving neighborhood residents will continue to exist, and

The proposed change has no impact on the supply of commercially zoned land for business. Single Family and Lowrise represent the underlying zones on the subject property.

b. Whether the use will maintain or enhance the viability or long term potential of the neighborhood-serving character of the area, and

The use as a parking garage has been previously approved in the MIMP. The proposed reduction of the setback, the lower height of the garage closest to the right-of-way, and the higher quality design of the facade do not diminish the viability of the neighborhood in spite of the perceived loss of a potential green buffer.

c. Whether the use will displace existing neighborhood-serving commercial uses at street level or disrupt a continuous commercial street front, particularly of personal and household retail sales and service uses, and

The proposed change has no impact on existing neighborhood-serving commercial uses. Most of the property is currently used as surface parking.

d. Whether the use supports neighborhood planning goals and objectives as provided in a Council-approved neighborhood plan.

The Central Area Neighborhood Plan includes the Providence campus. No provisions, however, directly address the Providence campus. The proposal complies with the following applicable provisions in the neighborhood plan. “Chapter 7.15, Parking. Ensure adequate parking capacity without adversely impacting neighborhoods with a goal to reduce the need for surface parking lots especially along key pedestrian streets.” The parking garage reduces the need for surface parking lots, and improves the availability of on-street neighborhood parking for local residents by providing more parking on campus, thus aiding the neighborhood’s efforts to reduce the number of staff and patient on-street parking.

Chapter HD-8.71.2 Crime Prevention Through Environmental Design (CPTED) states, “Incorporate CPTED principals in all new construction. This should include lighting for streets, public buildings, and land use spaces.” Adequate lighting of the interior and exterior of the garage as well as adequacy of campus security should deter crime and encourage pedestrian use of the adjacent streets.

The proposed amendment would not result in significantly greater impacts than those contemplated in the adopted master plan. An amendment is a waiver from a development standard; however, the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located.

CAC recommendation

In its approval and adoption of the MIMP, the City Council included a condition that seeks the input of the Citizen Advisory Committee related to issues of height, bulk and scale impacts on surrounding residential properties. (Council Condition #3) The CAC met several times to discuss the proposed garage, and an opportunity for public testimony was provided at Meeting # 7 on April 20, 2006. In addition, the CAC and the City received emails from the public. Comments focused on the following themes:

- Safety
- Potential inclusion of retail use in the garage
- Landscape design: quality of
- Building design (comments on several iterations): height, bulk and scale; fenestration; type and use of materials
- Amount of parking spaces warranted
- Lighting

- Timing of construction
- Signage
- Review by CAC of building permit drawings
- Amount of parking garages in the neighborhood
- Noise mitigation
- Meeting TMP goals

Swedish Medical Center / Providence Campus Citizen Advisory Committee (CAC) reviewed the project on the following dates: November 15, 2005, December 17, 2005, January 19, 2006, February 16, 2006, March 16, 2006, April 20, 2006 and May 18, 2006.

During Meeting #3 (December 17, 2005), the CAC accepted an amended motion recommending that “the proposed amendment to reduce the setback along the south side of the proposed garage from twenty feet to one foot (sic) should be considered a minor amendment to the Providence Medical Center Master Plan.” The motion stated that CAC “reserves the right to comment on the form of the building including size, scale and architectural details.”

By the end of Meeting # 5 (February 16, 2006), the CAC passed two motions that addressed the design of the garage. One motion stated that the architectural style of the garage expansion should reflect the design elements of the power plant including softer materials and use of brick. The second motion endorsed the idea that prior to the issuance of any building permit for the expansion of the garage, that the permit level drawings be presented to the Committee for its review and comment to assure that the design of the garage responds to the comments of the CAC made at the MUP review level.

The second motion concerning review of the building permit drawings was amended and passed on March 16, 2006 (Meeting #6) to read, “That prior to the issuance of any building permit for the expansion of the garage above grade, that the permit level drawings be presented to the Committee for its review and comment to assure that the design of the garage above grade responds to the comments of the CAC made at the Master Use Permit level review.”

An issue raised by the CAC was whether a retail commercial use could be established in the area of the setback along E. Jefferson St. Sabey Corporation conducted a feasibility study with findings indicating that only a 4.8% chance that a retail space would be feasible (Meeting # 6). Any retail would need to be accessory to the medical center as the underlying residential zoning would not permit retail uses.

Conclusions

Based upon a review of the proposal, the criteria under SMC 23.69.035, the review and comment by the CAC and staff review of the proposal, the request for a Minor Amendment to allow the proposed structure to reduce the 20 foot setback to one foot is hereby **APPROVED as a MINOR AMENDMENT**. In support of the SAC’s recommendations on the Amendment, the following conditions are imposed per authority in SMC 23.69.035C:

1. Any alteration to the building materials, massing, location of building entrances, open space features, landscaping and other features of the MUP plans approved with this decision may not be undertaken without review and approval of the City, following review and approval by the CAC.

2. Prior to the issuance of any building permit for the expansion of the garage above grade, the permit level drawings will be presented to the Citizen Advisory Committee for its review and comment to assure that the design of the garage above grade responds to the comments of the CAC made at the Master Use Permit level review.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the Final Environmental Impact Statement for the Providence Medical Center Major Institution Master Plan, published June 1993 and the SEPA checklist for the project dated March 21, 2005, as well as other technical environmental reports, comments and responses submitted with respect to those documents. This decision also makes reference to and incorporates the project plans submitted with the project application on March 21, 2005 and revised several times thereafter.

The Seattle SEPA Ordinance provides authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed to the extent that a given impact is attributable to the proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA would not be necessary.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in pertinent part that “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation.” Under specific circumstances, mitigation may be required even when the Overview Policy is applicable. SMC 25.05.665(D).

ENVIRONMENTAL IMPACTS

The original MIMP required the development of an EIS to evaluate the impacts of the proposed Plan. The FEIS considered the following environmental impacts: Air; Energy and Natural Resources; Environmental Health and Noise; Land Use; Housing; Light and Glare; Aesthetics; Cultural/Historic Resources; Transportation, and Public Services, Circulation and Parking.

The information provided by the applicant and its consultants, the public comments received, and the experience of the lead agency with the review of similar proposals form the basis for review and conditioning of the proposal. The potential environmental impacts disclosed by the Draft and Final EIS are discussed below. Where appropriate, mitigation may be required pursuant to Seattle’s SEPA Ordinance (SMC 25.05). Supporting documents include an Environmental Checklist dated March 21, 2005.

Short-Term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- construction dust and storm water runoff;
- erosion;
- increased traffic and demand for parking from construction equipment and personnel;
- increased noise levels;
- occasional disruption of adjacent vehicular and pedestrian traffic;
- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- increased noise; and
- consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Any conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of construction.

Construction Parking

Construction of the project is proposed to last for ten months. On-street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible. City Council conditions in the MIMP state, “in order to minimize construction parking impacts, construction personnel are required to park at an off-site location and be shuttled to and from the site. Providence shall ensure that construction workers do not park on the streets or in private lots in the Providence campus vicinity. Construction activities shall be scheduled so that the most intensive construction and parking activities are spread out over time.” It further states that “construction material delivery vehicles shall be prohibited from entering or leaving the area during peak hours. Providence shall provide for safe pedestrian and vehicular circulation

adjacent to construction sites through the use of temporary walkways, signs, and manual traffic controls (flaggers).” These conditions will be posted at the construction site for the duration of construction activity. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA ordinance.

Noise

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residential properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays from 9:00 a.m. to 5:00 p.m. and on Sundays from 10:00 a.m. to 5:00 p.m.:

1. Surveying and layout;
2. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. Periodic monitoring of work activity and noise levels will be conducted by DPD Construction Inspections.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Long-Term Impacts

The long-term impacts are typical of significant grading and will in part be mitigated by the City’s adopted codes and/or ordinances. Specifically these include: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code; and the Seattle Energy Code (long-term energy consumption). Only those environmental impacts that may result in long-term impacts and may require mitigation measures beyond those provided in existing laws and regulations are discussed below.

Noise

As part of the underlying FEIS review, an analysis of noise that would be generated by projects after construction was conducted. This analysis included a generalized overview of noise generating activities and uses associated with projects and a list of mitigation for projects, including directing noise generating devices away from adjacent uses, design features or other solutions to control, impacts of noise on adjacent properties. The FEIS did not specifically address the expansion and addition of the parking garage; however, it suggests that 1) garage exhaust fans may require discharge sound traps or an acoustical plenum for nighttime generation, and that venting, fans and other equipment will be located away from noise sensitive receptors.

An updated noise analysis (June 2, 2006) was submitted by SSA, an environmental acoustics consultant, to DPD. The consultant measured the impact of the proposed garage exhaust fans on the quality of the neighborhood. Sound level predictions for three nearest sensitive receivers were calculated taking into account source reference sound levels, distances to the receivers, and relative heights of the sources and receiver. The receivers were placed close to those residences nearest the mechanical shafts. Without mitigation of the noise levels, the decibel levels would exceed city of Seattle allowable noise limits at two of the receiver locations at the east property line. The consultant recommends treating the inside of the northeast and the southeast mechanical shafts with a 2" thick SelectSound Theater Blanket. In addition, a timer should be installed to ensure that the garage exhaust fans for the northeast mechanical shaft do not operate during nighttime hours of 10 pm to 7 am. The consultant worked under the assumption that the east side of the parking garage would be closed during nighttime hours.

Light and Glare

As part of the underlying FEIS review, an analysis of Light, Glare and Shadow was conducted. This analysis included an overview of shadows that were caused by projects with 'significant height and bulk' on surrounding neighborhoods. The FEIS notes that "Glare impacts from the proposed garage expansion are likely to be minimal, year-round, since few or no reflective materials are used in the garage construction. The garage may block glare from the existing professional office building that currently impacts westbound motors on East Jefferson." The document adds that proposed buildings and site lighting may generate light and glare impacts.

The FEIS states that applicable mitigating measures to limit light and glare impacts may include selection of exterior materials of low reflectivity and the use of landscaping and plant materials to soften and absorb glare. With the reduction in the landscaped 20 foot buffer, the impacts may be greater than what was expected. However, the proposed garage is shorter than what was originally conceived with several parking levels below grade and a combination of screens and opaque walls at or near grade would reduce ambient spillage of light and glare. In summary the impacts are not expected to be significant.

Transportation, Circulation and Parking

The Final EIS provided an analysis of transportation and traffic related impacts associated with the development of the Major Institution Master Plan. The transportation and traffic analyses in the FEIS evaluated both existing conditions at the time of the report as well as future conditions with the development of all proposed buildings identified in the MIMP. Parking for the project was determined by the amount of parking that was available on the entire campus, following an evaluation of both long and short term parking based on minimum parking rates.

In the 1994 FEIS, the code (SMC 23.54.016) required parking on campus ranged between a minimum of 1,152 spaces, with a maximum allowed at 1,555. This rate was based upon land use code prescribed minimum parking requirements for employees, patients and visitors. At that time, 1,031 parking spaces were located on the campus which resulted in a parking deficit. Such a deficit may result in the likelihood of spillover parking in surrounding neighborhoods. Accordingly, as part of the MIMP approval, additional parking on the campus was required to meet code to address existing conditions and to anticipate the future growth of the campus based upon Master Plan forecast of new square footage.

The MIMP anticipated that by 2002, a code prescribed range of parking spaces, based upon the factors listed above, would be needed between 1,481 and 1,999 spaces and by 2007 1,540 and 2079 respectively. Accordingly, a supply was anticipated at 1,827 spaces (2002) and 1,725 spaces (2007) needed to accommodate future development. However, the anticipated growth of the campus had not occurred. Based on current employment, the minimum / maximum parking requirement ranges between 1,427 to 1,940 spaces. With the 1910 Building and the OR building projects complete, there will be an on-campus parking supply of 1,025 spaces. The proposed garage expansion will add 502 spaces new spaces and the proposed garage addition will add 204 spaces for an on-campus supply of 1,731 spaces. Due to the removal of 47 surfaces spaces within the expansion area, this creates a total on-campus supply of 1684 spaces. The proposed parking supply falls within the minimum and maximum number of stalls required by code.

As part of the 1994 MIMP approval, Providence was required to develop and maintain a Transportation Management Plan (TMP). As a TMP goal, Providence is to achieve a 50% maximum single occupancy vehicle (SOV) rate, excluding employees whose work requires the use of a private automobile. This TMP was designed to ensure that the number of trips, including PM peak trips, as well as available parking, is within acceptable limits as analyzed in the FEIS. To accomplish this goal the existing TMP includes a number of incentives to ensure maximum participation, including:

- Establishing a Transportation Coordination to promote and maintain the program, including annual evaluations
- Preparation of an annual survey
- Provision of discounted transit passes
- Maintenance of parking areas
- Charging for SOV parking
- Maintain and promote HOV programs, with up to 157 spaces at a discounted cost

Although Providence is currently to reduce trips than they are required to do under the recorded TMP, a recent parking analysis indicates that Providence has not met the TMP goal of a 50 percent SOV rate. In order to increase the rate from the current 36 percent to the TMP goal, DPD requires implementation of the following measures:

- 1) Modify the existing Transportation Management Program to reflect current trip reduction strategies at the campus, as reflected in the 'Swedish Medical Center Parking and Commuting Services Program Description Through May, 2006'.
- 2) Develop a marketing program to enhance awareness and visibility of TMP elements. A draft program will be provided to DPD and the CAC for review and comment.

Council Condition # 14 states that in order that spillover parking does not adversely impact the surrounding neighborhood, the Expanded Garage may be constructed at one time. Use of the garage may be restricted if deemed necessary by DPD and SDOT in order to achieve TMP goals. DPD has determined that occupancy of the 204-space upper level expansion will be restricted pending the additional development on campus. In general, occupancy of portions of the 204-space expansion will be allowed proportionately to additional campus development, ensuring that the amount of available campus parking will meet code-required minimums.

DECISION

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C) including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C)

CITY COUNCIL – CONDITIONS

Non-Appealable Conditions

1. In order that spillover parking does not adversely impact the surrounding neighborhood, the Expanded Garage may be constructed at one time. Use of the garage may be restricted if deemed necessary by DPD and SDOT in order to achieve TMP goals.
2. Prior to occupancy of the Expanded Garage (Project 1A), curb bulbs shall be installed at the 16th Avenue/ East Cherry intersection. In addition, one traffic circle shall be installed in 16th Avenue East between East Jefferson Street and East Yesler Way at an intersection to be determined by SDOT with input from the Squire Park Community Council.
3. Prior to occupancy of the expanded garage (Project 1A), a curb bulb shall be installed at the 17th and Jefferson intersection and a traffic circle shall be installed on 17th between Jefferson and Yesler at a location to be determined by SDOT in consultation with the Squire Park Community council.
4. Providence shall install additional informational signs at intersections of arterial streets on Jefferson and Cherry as well as at campus perimeters to direct patients and visitors to public parking areas on campus. Signs located within the public right of way must be approved by SDOT.
5. “Local Access Only” signs shall be installed along residential streets adjoining truck delivery routes. Sign locations shall be determined and installed by SDOT. The Squire Park community shall be consulted for sign locations.

MINOR AMENDMENT – CONDITIONS

6. Any alteration to the building materials, massing, location of building entrances, open space features, landscaping and other features of the MUP plans approved with this decision may not be undertaken without review and approval of the City, following review and approval by the CAC.

Prior to issuance of any Construction or Grading Permits

7. Prior to the issuance of any building permit for the expansion of the garage above grade, the permit level drawings will be presented to the Citizen Advisory Committee for its review and comment to assure that the design of the garage above grade responds to the comments of the CAC made at the Master Use Permit level review.

SEPA - CONDITIONS

The owner(s) and/or responsible party(s) shall:

Prior to issuance of any Construction or Grading Permits

8. The applicant shall submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. The Plan may also be incorporated into any Construction Management Plans required to mitigate any short term transportation impacts that result from the project.
9. The applicant shall submit for review and approval a Construction Management Plan to the Department of Planning and Development (DPD) for concurrent review and approval with Seattle Department of Transportation to mitigate these impacts. The plan shall identify management of construction activities including construction hours, parking, traffic and issues concerning street and sidewalk closures.
 - Location of ingress/egress for construction equipment and trucks;
 - Limiting trips by earth-moving equipment to the hours prior to 3:00 p.m. and after 6:00 p.m.;
 - Truck access routes, to and from the site, for the excavation and construction phases; and
 - Street and sidewalk closures.

During Construction

10. All construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays from 9:00 a.m. to 5:00 p.m. and on Sundays from 10:00 a.m. to 6:00 p.m.:
 - Surveying and layout;
 - Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

11. Implement the measures in Construction Phase Transportation Plan approved by DPD and Seattle Department of Transportation (SDOT).
12. Provide off-street parking for construction workers. Parking may be provided either on-site, if phasing allows, or off-site with workers shuttled to the site if more than 800 feet from the site.

Prior to the Issuance of a Certificate of Occupancy

13. Modify the existing Transportation Management Program to reflect current trip reduction strategies at the campus, as reflected in the 'Swedish Medical Center Parking and Commuting Services Program Description Through May, 2006.
14. Develop a marketing program to enhance awareness and visibility of TMP elements. A draft program will be provided to DPD and the CAC for review and comment.

For the Life of the Project

15. Occupancy of the 204-space upper-level expansion to the parking garage will be restricted pending additional development on campus. In general, occupancy of portions of the 204-space expansion will be allowed proportionately to additional campus development, ensuring that the amount of available campus parking will meet code-required minimums.

Signature: _____ (signature on file) Date: July 6, 2006
Bruce Philip Rips, Senior Land Use Planner
Department of Planning and Development
Land Use Services

BPR:bg

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