Providence SWEDISH

# Annual Major Institution Status Report
# Swedish Medical Center / First Hill Campus
# Report Year – 2022

[Pursuant to DPD Director's Rule 9-99]

Providence SWEDISH

# Contents

# I. Introduction

A. Name of Major Institution: **Swedish Medical Center / First Hill Campus**

B. Reporting Year: **2022**

C. Major Institution Contact:
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D. Master Plan Adoption Date:
**October 2005 (Ordinance #121965)**
**No subsequent amendments have occurred.**
**The Master Plan is available at:**
https://www.seattle.gov/documents/Departments/Neighborhoods/MajorInstitutions/SwedishFirstHill/FinalMasterPlan-2005-03-14.pdf

## II. Progress in Meeting Master Plan Conditions

Note: Updated comments are in bold, non-italics.

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

**This report covers the reporting period 2018-2022. Demolition of existing structures on Project B and E sites occurred during the reporting period. Construction of MUP permits is anticipated to commence upon receipt of all required permit approvals.**

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.

| Item | Council Findings Conclusions and Decision Comments | Status |
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| **General Conditions** | | |
| 1 | *All Final EIS conditions and mitigating measures set forth in the Appendix to this attachment shall be implemented community and involve opportunity for public comment.* | **Compliance with the Final EIS conditions are described in a separate section of this report.** |
| 2 | *A standing CAC shall review and evaluate all proposed and potential projects prior to submission of a MUP application* | **In 2015, the standing CAC was reconstituted, and the Standing Advisory Committee (SAC) was formed. The SAC unanimously approved proposed projects (MIMP Projects B and E), and those projects were submitted for MUP in 2016 as consistent with the terms of the MIMP.**<br><br>**SAC meetings were held on 11/7/18, 3/11/19, 7/17/19, 9/16/19, 2/24/20 and 9/21/22, to review current status. MUPs were approved for Projects B and E in 2021. No new projects were proposed in during the reporting period that required a new MUP application.** |
| 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:*<br>*a. Signage and other measures to direct motor vehicles to parking locations in ways that* | **The Wayfinding Plan was approved by SDCI in 2006. Application of the Wayfinding Plan terms to the pending MUP applications was reviewed and approved by the SAC. The SAC will continue to meet as necessary to review additional details of the planned projects.** |

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| | *minimize adverse impacts on the surrounding neighborhood;*<br>*b. Increased pedestrian safety and convenience;*<br>*c. A Traffic Management Plan for the existing parking facilities, in particular to the Nordstrom garage;*<br>*d. Improvements that promote better distribution and circulation to existing parking facilities;*<br>*e. How the location of emergency access will impact traffic circulation;*<br>*f. Parking demand management programs to improve access and supply of parking throughout the campus;*<br>*g. Proposed improvements to rights-of-way that support better access to and within the campus, and;*<br>*An analysis of current and proposed parking including the location of short term and long term parking for visitors and staff.* | **No activity during this reporting period.** |
| 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.* | **The SAC reviewed and approved Projects B and E as consistent with the Design Guidelines. MUP applications for both projects were submitted in 2016 and approved in 2021.** |
| 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:*<br>*a) Construction impacts due to noise;*<br>*b) Mitigation of traffic, transportation, and parking impacts on arterial and surrounding neighborhoods*<br>*c) Mitigation to impacts on pedestrian network; and mitigation of impacts if more than one project outlined in the MIMP are under concurrent construction.* | **A Construction Management Plan associated with future construction of MIMP Projects B and E was completed and unanimously approved by the SAC in 2016.**<br><br>**An approved CMP for demolition activity at Projects B and E during this reporting period was adhered to.** |

| Development Standards | | |
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| 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:*<br>*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*<br>*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.*<br><br>*Unless any of the above events occurs, the required setbacks shall be as follows:*<br>*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.*<br>*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."* | **Projects B and E are designed to be in compliance with the setbacks required in Council Condition 6, as well as with the Minimum Required Floor Plates for Tower Structures listed in Table A.**<br><br>**No activity during this reporting period.** |

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| | *Table A*<br>*Minimum Required Floor Plates for Tower Structures*<br>*Project A 14,000 GSF*<br>*Project B 45,000 GSF*<br>*Project C 45,000 GSF*<br>*Project D 35,000 GSF*<br>*Project E 30,000 GSF*<br>*Project F 25,000 GSF*<br>*Project G 30,000 GSF* | |
| 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:*<br>*a) Increase required Open Space from 5% to 9.5%, or approximately 62,000 square feet;*<br>*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;*<br>*c) Open Space should be provided in locations at ground levels or, where feasible, in other spaces that are accessible to the general public;*<br>*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;*<br>*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;*<br>*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.* | **Projects B and E are designed to be in compliance with the landscaped areas and open space requirements of Council Condition 7.**<br><br>**A pedestrian plaza on the corner of Broadway and Marion was completed in 2018. No additional landscape or open space modification occurred during this reporting period.** |
| **Rezone** | | |
| 8 | *To mitigate the bulk and scale impacts that would result from the approval of the rezone request at the Columbia/Ekland Building site, an upper level setback as required by setback conditions in the Major Institution Master Plan is required.* | **Construction was completed on the Columbia / Ekland site by the Trammel Crow Corporation in 2015. It was not submitted under the MIMP but rather under the underlying zoning. This building and property is not owned or controlled by Swedish.** |

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| 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.* | **This condition was complied with during the construction completed in 2008. No activity during this reporting period.** |
| **State Environmental Policy Act (SEPA)** | | |
| 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.* | **MUPs for Projects B and E were approved in 2021.** |
| 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.* | **A wind study was conducted for the proposed Projects B and E, submitted for MUP in 2016, and approved in 2021.** |
| 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.)* | **A Construction Management Plan was submitted to DPD and SDOT in connection with the MUP applications submitted in 2016 and approved in 2021.** |
| 13 | *Implementation of all FEIS conditions concurrent with adjacent development (See Appendix)."*<br><br>*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.* | **All aspects of the proposed projects are in compliance with the FEIS conditions. No activity during this reporting period.** |

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

| Item | Council Findings Conclusions and Decision Comments | Status |
|---|---|---|
| A | *Development Activity Initiated or Under Construction (Non-Leased Activity)* | **MUP applications were submitted for Projects B and E in 2016 and approved in 2021.** |
| B | *Leasing Activity to Non-Major Institution Uses* | **All leasing activity during this reporting period is in compliance with the criteria established by the MIMP.** |

## IV. Major Institution Development Activity Outside but Within 2,500 feet of the MIO District Boundary

| Item | Council Findings Conclusions and Decision Comments | Status |
|---|---|---|
| A | *Land and Building Ownership* | **There was no change or activity during this reporting period.** |
| B | *Land and Building Acquisition* | **Swedish acquired 910 Boylston in October 2020, which sits within Site F in the master plan.** |
| C | *Leasing Activity* | **All leasing activity during this reporting period is in compliance with the criteria established by the MIMP.** |

## V. Progress in meeting Transportation Management Program (TMP)

| Item | Council Findings Conclusions and Decision Comments | Status |
|---|---|---|
| A | *General Overview of progress in achieving the goals and objectives contained in the TMP:* | **Swedish continues to work towards improving and innovating the transportation program at Swedish First Hill. The current commuter program "Caregiver Commute" provides the solution to the common commute. Caregiver Commute helps Swedish reduce the impact the organization has on the neighbors and the community, helps Swedish meet the regulatory requirements, and build for a sustainable future. Whether employees are interested in riding transit, finding a vanpool or carpool partner, walking, biking, or parking, Caregiver Commute provides an innovative transportation program that employees benefit from. At Swedish, employees can choose different ways they get to work by providing employees with the flexibility to choose commute option each day. Swedish's Caregiver Commute program helps employees tailor their daily commute by acting as their "one stop shop" for all transportation needs. Swedish continues to cap the employee SOV monthly parking pass distribution to employees with a date of hire prior to June 1990, unless needing their car for work or if in a manager or above position. Swedish First Hill strongly encourages carpool and vanpool commuting and does not restrict HOV parking on campus based on hire dates or job title. Swedish continue to fund and support the RPZ program. Swedish believes the effectiveness of the RPZ program is an important element to the success of the TMP program at the First Hill Campus.**<br><br>**The Caregiver Commute program builds on Swedish' s previous efforts that focused on providing incentives for** |

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| | | **employees to ride the bus, carpool, vanpool, and disincentives for employees that choose to drive alone. Caregiver Commute is actively promoted throughout the year and continues to identify opportunities to influence behavior change including promoting the program at new employee orientations.** |
| B | *Program Highlights* | **Since 2021 Swedish has put together a new all-employed designated team of individuals who oversee coordinating and assisting of the Swedish's TMP. This is the Caregiver Commute Team, currently formed by a manager, a transportation coordinator (TC) and two (2) administrative assistants ready to assist with all employees commuting needs.**<br><br>**Swedish provides 90% subsidized ORCA Passport cards to all employees. As part of the ORCA passport program, Swedish employees receive a $90 per month subsidy that can be used toward vanpool fare and a 100% subsidy for van share fares. Starting in January 2023 Swedish will begin to cover 100% subsidies for all qualifying vanpools.**<br><br>**Swedish provided a flexible daily parking option which frees employees from set monthly deductions. Employees only pay for what they use. This program also provides a capped amount to eligible employees with a date of hire prior to 1990, unless needing their car for work or if in a manager or above position.**<br><br>**Swedish continues supports carpool usage by providing free carpools of two or more. Employees can find a carpool match via the Caregiver Commute portal. In 2019, Swedish lowered the amount of vehicle occupants from three (3) to two (2) to qualify and receive the incentive of free carpool parking. This was a significant change of the Carpool** |

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| | | **Program which was made available to all employees. In 2023, Swedish will partner with vendor LifTango, to improve carpool matching options and to explore carpool matching outside the organization. LifTango is a climate-positive platform to manage convenient and environmentally conscious commuting.**<br><br>**Swedish has one Zipcar on the First Hill campus to allow employees to use to run to meetings, 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.**<br><br>**In June 2020, Swedish launched a new "Intercampus Commute" program with Lyft. This Lyft Pass allows employees to commute to and from all Swedish locations, between main hospitals and clinics. This pass is also available for employees who may need to commute to King Street Station and the Colman Dock Station. The Intercampus Commute Lyft Pass in 100% subsidized for all active Swedish employees.**<br><br>**Swedish also continues to provide a Commute Concierge program that tailors commute upon request to each employee.**<br><br>**Caregiver Commute Department visits. Swedish Transportation Coordinator (TC) and other team members of the "Caregiver Commute Team" visits departments as needed to share information regarding daily commuting options. The purpose of this visit is to educate and inform employees of all alternative transportation methods.**<br><br>**In 2023, Swedish Caregiver Commute team will continue partnering with HR and hiring managers to share commuting information with future** |

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| | | **employees, during the onboarding process. The intention behind this partnership is to share all commuting options for future employees before they arrive on the first day at their new job.** |
| ***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 weekdays, 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:*<br>• *arrive on weekdays between 6:00 am and 8:00 am*<br>• *leave on weekdays between 4:00 p.m. and 6:00 p.m. do not require private vehicle to conduct their work as*<br>• *not require private vehicle to conduct their work assignments* | | **In 2019, the campus conducted a CTR survey and achieved a 35.4% SOV rate. A CTR Survey was not conducted in 2021 and was postponed to the fall of 2022. Results for the 2022 CTR Survey will be available in early 2023.** |
| ***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).* | **A TC is in place and available to employees, contracted employees, and tenants during regular business hours. In addition, Swedish has 2 new FTEs that provide customized trip planning as part of the Commute Concierge services for all employees as part of the Caregiver Commute program; in addition of assisting with all transportation programs. In 2023 another FTE will add to assist with the expansion of the Caregiver Commute program on the Puget Sound Region.** |
| 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.* | **Due to the ongoing pandemic restrictions Swedish did not hold in person transportation fairs in 2020 and 2021. And with the focus of sharing knowledge regarding commute options, the Caregiver Commute team met virtually with various departments to discuss transportation options for their employees. In 2022, we conducted tabling events during the 2022 CTR surveying** |

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| | | **period. In 2023 the future Swedish plans to reinstate transportation fairs for employees to talk commuting options and how Swedish could assist employees in finding sustainable transportation options. Swedish will also develop virtual conferences to reach out to all employees including those who are telecommuting.** |
| 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.* | **CICs, are mostly virtual. Swedish has a comprehensive internal convenient website which can be access via web browser and/or mobile device. In this website employees can find information for all transportation mode, including information for bicyclists and pedestrians, information about public transportation, live updates directly from all transportation agencies, and additional information for the daily commute. The Parking and Commuting department also has a resolute team of four employed individuals who serve as the "Caregiver Commute team" readily available via phone, instant messaging, e-mail, with walk-in services conveniently located at First Hill. Swedish continues to provide physical CICs, and transit screens. This transit screens provide real-time mass transit information and traffic updates for major streets, avenues, and highways. Transit screens are displayed in three different languages.** |
| 4 | *Tenant Participation in TMP. Tenant participation in the transit pass subsidy program shall be required.* | **Tenants are required to participate in the transit pass subsidy program.** |
| 5 | *Ridematch Programs. The TC will promote and administer a ridematching service for employees.* | **The TC continues to promote and administers a ride-matching service, provides direct ride-matching assistance through our Caregiver Commute program, and maintains carpool and vanpool/Vanshare interest list, which are accessible through the Caregiver Commute portal.** |

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| 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.* | **No new parking garages were constructed during the 2018-2022 reporting period.** |
| 7 | *Secure Preferential Parking for Carpools and Vanpools. Preferential Parking will be designated for carpools and vanpools in secure locations.* | **Vanpools/Vanshare have preferential parking in all Swedish owned parking garages. Swedish is looking into re-instating our Carpool preferential parking in 2023; this will depend on garage occupancy levels prioritizing patient's needs.** |
| 8 | *Secure Bicycle Parking. Covered bicycle racks will be provided in weather protected areas convenient to potential users including employees and visitors.* | **Covered bicycle racks are available to employees and visitors at the following locations: The first floor of the Minor Ave Garage (employee only), outside the southwest tower from Cherry Street, the first floor of the SOI garage, outside of the SOI garage, and in front of the main entrance from Broadway (visitor bicycle parking). In 2021, an additional bicycle cage with badge ID access only is in the Doctor's garage (available to all employees and tenants). Campus maps locating all bicycle amenities are available withing the internal employee website.** |
| 9 | *Shower / Locker Rooms. Showers and lockers will be made available for employees.* | **Shower/Locker room is located on the first floor of the Doctor's garage (available to all employees upon request). There are plenty of lockers for daily employee use, hair dryers, and towel service for employees to use.** |
| 10 | *Transportation Management Associations. SMC will continue to participate in the First Hill Transportation Network Group.* | **Swedish has taken a leadership role in organizing network meetings with neighboring businesses to continue our mutually beneficial efforts to solve transportation challenges unique to First Hill. In addition, Swedish participates in the First Hill Improvement Association (FHIA) Transportation Committee. The FHIA Transportation Committee discuss transportation issues that impact the neighborhood and is made up of First Hill businesses and citizens that live in the First Hill neighborhood. Swedish** |

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| | | **attended the FH SAC in person meeting on September 22nd of 2022.** |
| 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.* | **Lowest SOV dayshift monthly parking rate is $125 per month. A new employee rate will be proposed in 2023-2024 to ensure Swedish is following FMV in the Firs Hill area.** |
| 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.* | **Parking for registered vanpools is free. To encourage non-SOV usage, in 2019 Carpools of two or more park free. Vanpools and Vanshares park free. Currently ORCA passport cards are subsidized at 90%, walk-on ferry passes are subsidized at 50%. Vanpools are subsidized at $90/month and Vanshare are subsidized at 100%. Lyft Pass for intercampus commute is subsidized at a 100%. In 2023, Vanpools will be subsided at 100%** |
| 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.* | **The price for parking spaces in SMC garages are not included in tenant leases and are instead priced separately from the cost of leasing building space.** |
| 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.* | **SMC permits flexible hours and varies shift times.** |
| 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.* | **Routes that were previously funded by Swedish are still in service and maintained by King County Metro and are available to caregivers. For context, SMC collaborated with Virginia Mason and Harborview for Transit Now dollars to increase trips of existing bus service that arrives at the First Hill Campus without transfers down. Participation ended December 2016.** |
| 16 | *Telecommuting. Some departments will allow telecommuting if possible to reduce commute trips.* | **Telecommuting is an available option in several departments.** |
| 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.* | **Swedish continues to make the increase of HOV parking and decrease of SOV parking a priority. To date, SMC provides 200 HOV parking spaces (30 vanpool spaces). Swedish looking into re-instating carpool spaces once the results and analysis of the 2022 CTR Survey is completed.** |

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| 18 | *Guaranteed Ride Home. SMC will offer a guaranteed ride home for registered program participants.* | **Swedish continued to provide up to 8 rides per year are provided to employees who commute to work in non-SOV mode.** |
| 19 | *Annual Program Reports. The TC will prepare and submit annual reports documenting the TMP programs and compliance with goals.* | **The TC prepared and submitted reports throughout 2021 documenting TMP programs and compliance. Report for 2022 will be turned in as scheduled.** |
| 20 | *Biennial Surveys. Employee surveys will be conducted every two years to be used in measuring compliance with the SOV goals.* | **In 2019, the campus surveyed its tenants and collectively achieved a 35.4% SOV rate. A CTR Survey was not conducted in 2021 and was postponed to the fall of 2022. Results for the 2022 Survey will be available in early 2023.** |

**Additional Program Elements**

- Swedish provides 90% train/rail subsidy for employees as part of the ORCA Passport Program.
- Swedish provides 50% walk-on ferry subsidy for employees.
- Carpools of two or more park free.
- Swedish provides 100% subsidy for Vanshares, and up to $90/per rider subsidy for vanpool. In 2023, Swedish will provide 100% subsidies for Vanpool.
- Increased awareness by attending department meetings and reaching out to specific groups to increase awareness of the Caregiver Commute Program.
- Swedish provides 100% Zipcar business account subsidy for employees.
- Swedish is a part of the Guaranteed Ride Home Program – providing eight (8) rides home per year to employees that commute to work.
- Swedish provides 100% subsidy a Lyft Pass for Intercampus Commute, which is only available by invite. This pass allows employees to take Lyft rides in between any campus and/or clinics.
- Swedish provides a 100% subsidy Lyft Pass for employees to commute to King Street Station and the Colman Dock Station.
- Swedish provides personalized Trip planning services for all non-drive alone trip modes.
- Swedish offers a commuter rewards programs that tracks caregivers' commute trips a chance to win prizes each month. To be reinstated in 2023.
- Swedish supports regional and local promotional event and incentive campaigns such as Bike to Workday, Bike Month Challenge, Ride Transit Month, Wheel Options, and Match Madness. These events help generate positive experiences with using commute alternatives that supports our efforts for commuter behavior change.
- Swedish offers the Commute Champions program that highlights the efforts of individual caregivers who choose to commute to work by means other than driving alone. This peer recognition program reinforces our work to foster a positive commuter culture on campus.
- Swedish provides discounted bicycle tune ups every spring.

# VI. Final Environmental Impact Statement (FEIS) Conditions

Note: Comments are in bold, non-italics

**Mitigation of Long-Term Impacts**

**EIS-l 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:

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| *Replacing higher seismic risk structures with buildings built to current standards.* | **Accounted for in design of Projects B and E. No activity during the reporting period.** |
| *Replacing structures that cannot support the weight of modern diagnostic equipment and file storage systems.* | **Accounted for in design of Projects B and E. No activity during the reporting period.** |
| *Replacing structures that do not have efficient floor plans for modern patient services.* | **Accounted for in design of Projects B and E. No activity during the reporting period.** |
| *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.* | **Accounted for in design of Projects B and E. No activity during the reporting period.** |
| *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 replaced on an as-needed basis. Accounted for in design of Projects B and E. No activity during the reporting period.** |

**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:

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| *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.* | **Comment noted.** |
| *Ongoing anti-idling measures (with applications as simple as posted signboards) can be taken to reduce diesel particulate matter (DPM) near the loading docks.* | **Comment noted. Trucks are not permitted 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**

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| *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 hospital is continually looking for and implementing energy-saving measures. Energy consumption in 2022 at EUI of 154, which is very low compared to other healthcare facilities. Projects B and E are designed to meet or exceed the Seattle Energy code.** |

**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

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| *Continue to rigorously manage and comply with all applicable Federal, State, and local regulations for hazardous materials, spill response and waste management* | **SMC has a program in place to rigorously manage and comply with all Federal, State, and local regulations for hazardous materials, spill response and waste management.** |
| *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.* | **All SMC caregivers are trained and with annual education for emergency response to hazardous materials and spill incidents.** |
| *Assemble and maintain Spill Response Cart with materials and supplies, personal protection equipment, and reference documents needed to respond to typical hazardous substance release.* | **SMC maintains Spill Response Carts at the First Hill campus. There is one code orange cart (spill cart) at the Main Campus and Swedish will stage a second at Arnold when the skybridge closes. They have now been upgraded to each have 2 PAPR's where there had only been one in previous years. They also have all hazard filters to ensure they are safe in any spill scenario.** |
| *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* | **SMC cooperates and participates in State mandated inspections and reporting.** |
| *Strive for high performance healthcare facilities as directed by the Green Guidelines for Healthcare Construction-GGHC (Draft Version 1.0 PC December 2003).* | **Designs for Projects B and E are designed to meet or exceed GGHC.** |

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Asbestos

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| *Perform inspections and complete asbestos abatement consistent with state and PSCAA regulations.* | **An asbestos management plan consistent with state and PSCAA was created and implemented in 2013.** |

Noise/Building Operation

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| *Comply with the requirements of the Seattle Municipal Code (SMC) Chapter 25.08 Noise Control.* | **Comment noted.** |
| *Prepare designs for all noise generating equipment for all buildings including the central plant to ensure compliance with SMC Chapter 25.08.* | **No new noise generating equipment was designed or constructed during the reporting period.** |
| *Consider orienting loading areas, waste facilities, parking structures, away from residential receivers.* | **Design for future loading area and waste facilities are oriented away from residential receivers.** |
| *Use acoustic barriers and other noise control measures to control rooftop equipment noise.* | **Comment noted.** |
| *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 in place.** |
| *Acoustical reprints will be completed with permit applications if any major noise operations are proposed.* | **No construction related to major noise operations occurred during the reporting year.** |

**EIS-7 Land Use/Plans**

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| *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.* | **MUP applications for Projects B and E were submitted in 2016 and approved in 2021. They include various features to encourage pedestrian activity, such as ground floor retail, walking paths, landscape, public art, crosswalks, and park improvements.** |
| *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 partnered with Seattle Parks and Recreation Department and the First Hill Improvement Association (FHIA) on the First Hill Park improvements, which were designed to complement and enhance the neighborhood context. Swedish contributed $500,000 to park improvements.** |

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

**EIS-8 Population/Employment**

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| *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**

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| *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 Swedish construction activity has occurred on Madison Street during the reporting period. SDOT construction activity for the Bus Rapid Transit system has created significant disruption to pedestrian and traffic routes.** |

**EIS-10 Light Glare Shadows**

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| • *Shield exterior lighting fixtures and direct site security lighting away from any nearby residential or other sensitive receivers.*<br>• *Utilize low-reflectivity building glazing and building materials throughout the campus*<br>• *Install screening or shielding to minimize spillover lighting impacts, particularly across from sensitive receivers*<br>• *Provide landscape features and street trees to diffuse or obscure direct light and glare impacts*<br>• *Use materials and surface design details to minimize glare impacts, including skybridges crossing over streets*<br>• *Consider timers and other lighting controls to minimize spillover illumination impacts and generally reduce ambient light levels*<br>• *Include pedestrian oriented lighting for safety along sidewalks, parking areas, street crossings, and building access points* | **The design and construction of the oxygen storage facility included a plaza that provides pedestrian activation and safety improvements immediately adjacent to the Seattle Streetcar stop on the corner of Broadway and Marion. No other exterior construction occurred during the reporting period.** |

**EIS-11 Aesthetics**

Proposed mitigation may include:

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| *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.* | **The design of the oxygen tank storage enclosure includes an art screen wall, which was reviewed by the Standing Advisory Committee to ensure that it fits within the neighborhood context. No other construction occurred during the reporting period.** |
| *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.* | **No construction for these projects occurred during the reporting period.** |

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| *Pedestrian level building and streetscape improvements that enhance the pedestrian experience, safety and appearance.* | **The design and construction of the oxygen storage facility included a plaza that provides pedestrian activation and safety improvements immediately adjacent to the Seattle Streetcar stop on the corner of Broadway and Marion. No other construction occurred during the reporting period.** |
| *Artworks, lighting, signage, landscaping and other graphics that reduce apparent building scale and bulk.* | **The design of the oxygen storage facility includes a paneled screening wall with an activating color design and scheme. The design also includes a plaza with attractive landscaping and lighting improvements. No other construction occurred during the reporting period.** |
| *Compliance with the pedestrian zone overlay requirements along the campus Madison Street frontage.* | **No Swedish construction occurred along Madison Street during the reporting period.** |
| *Test buildings that are less than the maximum allowed building envelope when specific projects are proposed.* | **No construction of buildings occurred during the reporting period.** |
| *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.* | **No construction along the Minor and Madison corridors occurred during the reporting period.** |
| *Light and transparent design of pedestrian skybridges to minimize visual and other impacts upon the streetscape.* | **No construction of skybridges occurred during the reporting year. Skybridge design included in the MUP for Project E was approved in 2021.** |
| *A standing Citizen Advisory Committee to review and comment on specific project designs during the MUP process.* | **A standing CAC, or SAC, was convened in 2017 and has met as required to review progress.** |

**EIS-12 Historic Preservation**

None proposed

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**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 1-5 from pre- existing LOS E and F conditions, including the 7th Avenue and 6th A venue 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:

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| *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 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:

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| *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;* | **A new parking control system was installed in 2014 that includes pre-pay ticket kiosks in the main lobby and lobby of the SOI building.** |
| *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.** |

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| *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;* | **Sound Transit and Dept. of Transportation First Hill Streetcar started January 2016 with a station at Broadway and Marion to support Swedish and Seattle University. Streetcar runs 7 days a week and supports employees, visitors, students and patients.** |
| *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;* | **A new parking control system was installed in 2014 that includes pre-pay ticket kiosks in the main lobby and lobby of the SOI building.** |
| *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 way-finding 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 way-finding plan was developed in 2006. This plan informed the development of signage for the SOI. A comprehensive campus wayfinding plan is included in the design of Projects B and E, as part of the MUPs approved in 2021.** |

**EIS-14 Transportation Management Program**

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| *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:*<br><br>• *Subsidized transit passes at 50%*<br>• *Subsidized ferry walk-on at 50%* | **See the description of the TMP above.** |

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| • *Annual renewal of SOV permit rate*<br>• *Discount of at least 80% per person per month for carpool permit*<br>• *Fully subsidized vanpool parking*<br>• *Bike parks, lockers, showers provided*<br>• *Guaranteed ride home benefit*<br>• *Accommodate telecommuting where applicable* | |

**EIS-15 Public Services**

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| *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.* | **No activity occurred during this reporting period.** |

**EIS-16 Utilities**

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| *Increase waste minimization and recycling programs by continued application of the Hazardous Materials and Waste Management Plan. 2013 waste reduction/recycle rate was 45% of all waste streams. Swedish goal is to achieve and sustain a 50% waste reduction/recycle rate for our facilities. Minimization of hazardous wastes and regulated medical wastes continue to be employed.* | **Our aggressive Waste Optimization program is designed for waste reduction and diversion of 50% by 2030. This will help us achieve our goal to be carbon neutral by 2030. This program is designed to reduce all scoped emissions through all our facilities. We have baselined and set goals of 3-5% increase of recycling and waste reduction in all other scoped emissions to help us achieve our 2030 goal. In 2022, we recycled 449.77 tons of diverted wastes or recycling to and single stream recycling.** |
| *Swedish would be responsible for utility relocations associated with the proposed alley vacation.* | **Confirmed. The alley vacation was approved by City Council and Swedish has assumed responsibility for all utility locations.** |
| *Swedish will continue with other conservation measures to reduce utility consumption.* | **Energy conservation is a key consideration in any equipment replacement projects.** |

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| *Swedish will work with Seattle Public Utilities in the design of service improvements to mitigate capacity impacts.* | **SPU reviewed and approved the MUP applications for Projects B and E to assure appropriate design of service improvements to mitigate capacity impacts.** |

**Mitigation of Short-Term Construction Related Impacts**

**EIS-17 Earth - Short-term Construction-related**

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| *Mitigating measures would be consistent with City of Seattle Construction Stormwater Control Technical Requirements Manual (DR 16-2000), including:*<br><br>• *Temporary sediment catchment basins would be constructed near site drainage exit points to catch sediment runoff.*<br>• *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.*<br>• *Conduct further geotechnical investigations as part of project design to engineer the appropriate demolition, excavation, and shoring techniques.*<br>• *Silt fences would be placed at the lower side of construction sites to reduce the amount of sediment transport.*<br>• *When possible, construction vehicle wheels would be washed before leaving the site to minimize the amount of soil tracked on to nearby streets*<br>• *Cover truck loads when possible, to minimize spillage and wind-blown dust.*<br>• *Streets impacted by construction traffic would be cleaned regularly by the contractor.*<br>• *Identify material disposal sites and coordinate route planning with SDOT, SPD and SFD.*<br>• *Post construction conditions on site.* | **Stormwater and erosion control measures are being implemented and maintained, during construction activities, in accordance with TESC plans incorporated into the construction documents (drawing sheets C02-00 and C02-01 for Block 95 and drawing sheet C02-00 for North Tower), in compliance with Department of Ecology permit # WAR310861 (B95) and Department of Ecology permit # WAR310870 (North Tower) and per the Construction Management Plan approved by the City of Seattle on November 27, 2021.** |

**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**

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| • *Comply with the requirements of the Seattle Municipal Code (SMC) Chapter 25.08 Noise Control.*<br>• *Implement a construction noise monitoring program.*<br>• *Publish a periodical newsletter to share construction news and noise monitoring results.*<br>• *To the extent possible, re-route construction truck traffic away from residential areas.*<br>• *To the extent feasible, noise from the site will be reduced through the use of temporary walls or other sound barriers.*<br>• *Locate noisy equipment on site as far away from noise-sensitive receivers as possible.*<br>• *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.*<br>• *To the extent possible, avoid noise generating construction activities at night.*<br>• *Consider mixing concrete off site and consider prefabricated building components.*<br>• *Turn off all unnecessary idling equipment.*<br>• *Use electric rather than diesel equipment where possible.*<br>• *Avoid impact pile driving. Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives.*<br>• *Use specially quieted equipment, such as quieted and enclosed air compressors and power generators.* | **Construction activities are undertaken in accordance with the Construction Management Plan, approved by the City of Seattle on November 27, 2021, which describes methods, restrictions and mitigations for noise generating activities related to construction, including neighborhood communication.** |

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| • *Use efficient mufflers on all engines.*<br>• *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.*<br>• *Equip portable pneumatic drills and pavement breakers with exhaust mufflers, when possible.* | |

**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:

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| • *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.*<br>• *Lane closures should be minimized on Madison Street, Broadway, James Street, and*<br>• *Boren Avenue in order to avoid disruption on the heavily traveled arterial streets.*<br>• *When possible, construction trucks should be staged within the construction site.*<br>• *Safe pedestrian and vehicular circulation should be maintained adjacent to the construction site through the use of temporary walkways, signs, and manual traffic control.*<br>• *Construction material deliveries should be scheduled and coordinated to and* | **Construction-related transportation and parking is communicated, planned, and monitored in compliance with the Construction Management Plan, approved by the City of Seattle on November 27, 2021. In addition, regular periodic meetings (SDOT Construction HUB meetings) are conducted with City of Seattle representatives, and with other neighboring project personnel, to coordinate transportation related issues.** |

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| *from the site to minimize congestion during peak travel times.*<br>• *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.* | |
| • *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.* | |

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

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| • *Coordinate with utility providers to minimize shutdown frequency and duration.*<br>• *Coordinate construction disruption to traffic, access, or safety with SPD and SFD*<br>• *Develop projects to minimize interference with existing utilities.*<br>• *Notify neighbors of impending shutdowns.*<br>• *Make utility connections at times that least impact neighbors.* | **Utility shutdowns are scheduled and conducted by the respective utility's crews/personnel after coordination with that utility and those affected. Construction personnel do not shut down any public utilities. Related traffic impacts, if any, are planned and coordinated in compliance with the Construction Management Plan approved by the City of Seattle on November 27, 2021.** |