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Providence Medical Center

**FINAL COMPILED
MAJOR INSTITUTION MASTER PLAN**

Approved by City of Seattle
Ordinance 117238
dated July 25, 1994

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Table of Contents

I.	Introduction	I
A.	Background and Purpose	I
B.	Process	3
C.	Mission	3
II.	Approved Development Program Component and Conditions Imposed by City Council	5
A.	Existing Development	5
B.	Development Approved for MIMP	6
C.	Circulation	16
D.	Parking	16
E.	Open Space	20
F.	Infrastructure Improvements	22
G.	Phasing	22
H.	Street, Alley, ROW Vacation	22
I.	On-Campus Alternatives	23
J.	Relationship with Health Policies/Human Service Goals	23
III.	Approved Development Standards Component and Conditions Imposed by City Council	26
A.	Zoning	26
B.	Approved Development Standards	26
IV.	Approved Transportation Management Program (TMP) Component	36
A.	Existing and Approved Parking and Circulation	36
B.	Approved Transportation Management Program	37
V.	Additional City Council Conditions	52
VI.	Conditions Agreed to by Providence and Squire Park Community Council	55

List of Tables

1	Providence MIMP Projects	8
2	Existing and New Campus Development	15
3	Existing and Approved Parking	17
4	Providence Parking Requirements	19
5	Approved Lot Coverage	30
6	Approved Density	33
7	Approved Landscaped Open Space	34

List of Figures

1	Neighborhood Context	2
2	Providence Property Ownership & Existing Development	6
3	Approved MIMP Projects	9
4	Approved Development	10
5	Existing and Approved Parking	18
6	Existing Open Space	21
7	Existing Zoning	27
8	Surrounding Zoning	28
9	Approved Setbacks	29
10	Approved Height Standards	31

I. INTRODUCTION

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A. BACKGROUND AND PURPOSE

Providence Medical Center ("Providence") is a 409-bed tertiary care facility. It is a major referral center for a number of specialties, most notably cardiology, cardiovascular surgery, rehabilitation medicine, and psychiatry. It is also a teaching hospital affiliated with the University of Washington Medical School.

The Medical Center also operates a primary care clinic network of 10 clinics throughout the metropolitan area and a home health and hospice program located off campus providing approximately 50,000 visits per year.

Providence Medical Center has a rich history of providing health care. As reflected in its mission and day-to-day operation, Providence is dedicated to promoting health care access for those in need and provides a significant amount of charity care for those individuals without personal resources. The spirit of charity care is also supported through the development of health services for which reimbursement is inadequate but which are needed by the community. Providence consciously and deliberately establishes systems to identify and assist those in financial need. Providence maintains an open door policy. Beyond these commitments, there is a concerted effort not only to meet the health needs of the poor and elderly, but also to increase the awareness of others regarding these needs. The Mission of the Sisters of Providence continues to be the main focus of Providence's efforts and future direction.

The purpose of this MIMP is to upgrade, improve, and expand Providence's facilities within its Major Institution boundaries in order to continue to be responsive to health care demands. Providence has received City Council approval of its master plan concept and projects to be phased over a 15-year period following master plan approval.

The improvement projects included in the master plan are intended to better serve the Providence community by improving functionality, responding to changing technologies and medical practices, and reducing costs. The improvement projects under the master plan will result in the additional area needed to alleviate crowded conditions, expand cramped and outdated space and facilities, provide space necessary to accommodate the latest in medical technologies and services, and to upgrade and enhance campus grounds and open spaces to improve the aesthetic appearance of the medical center.

The Master Plan is for Providence's main campus, which is located in the Central District of Seattle at 500 17th Avenue. Figure 1 shows the neighborhood context. The plan is subject to the provisions of the City of Seattle Major Institution Policy (Resolution 28081) and Land Use Code (Ordinance 115002). The intent of these regulations is to balance "the public benefits of the growth and change of major institutions with the need to maintain the livability and vitality of adjacent neighborhoods." This Major Institution Master Plan (MIMP) seeks to meet that goal and assure that the MIMP improvements are appropriate within the community.

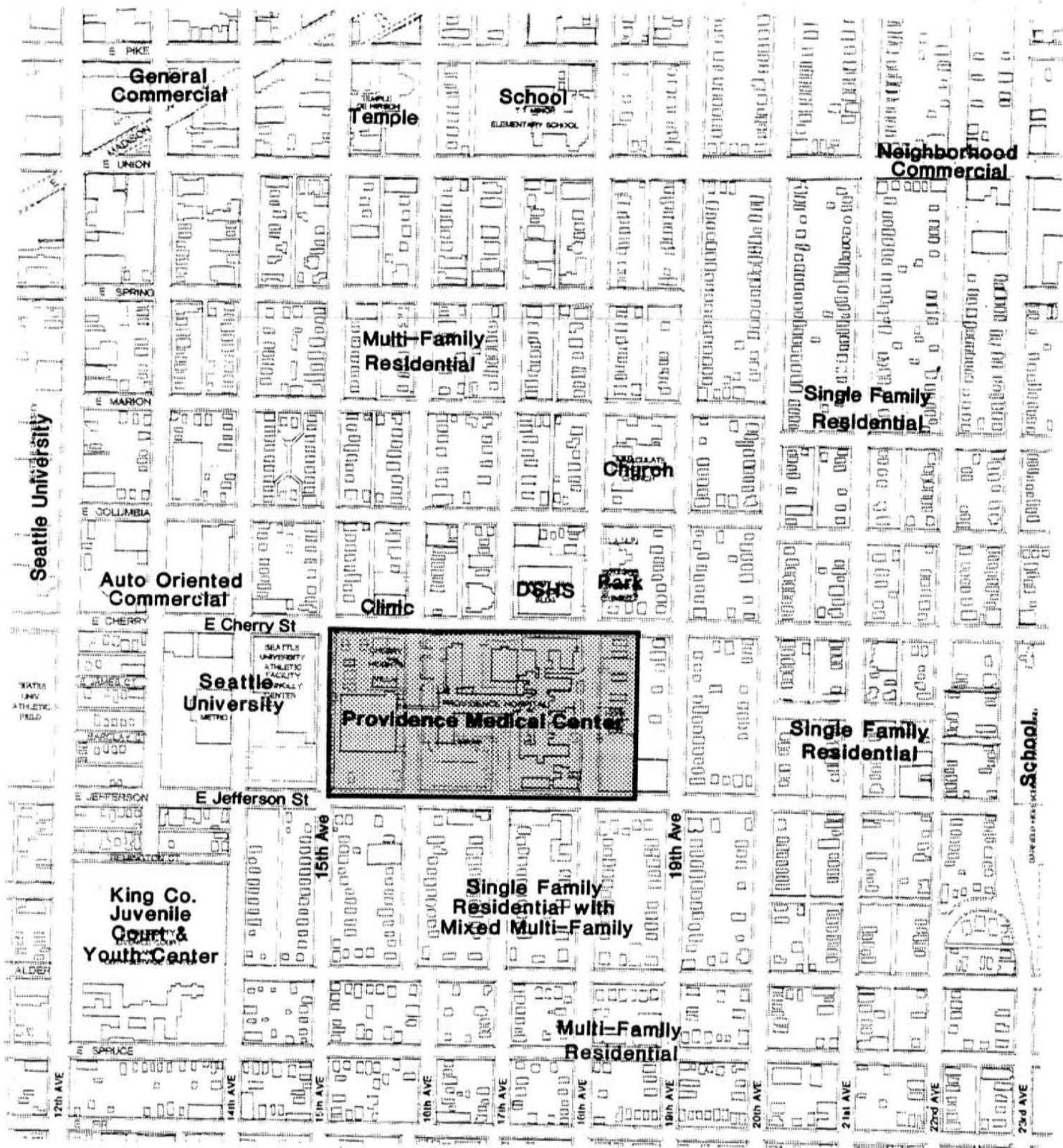
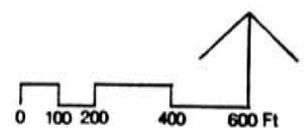


Figure 1
Neighborhood Context



B. PROCESS

All stages of the City's Major Institution Master Plan process have been completed. A Notice of Intent for a MIMP was given February 21, 1991. The formation of a Citizen Advisory Committee (CAC) was completed in coordination with the City's Department of Neighborhoods (DON). CAC membership was approved by the City Council. Numerous meetings of the CAC and other interested parties with Providence staff took place and will continue during implementation of individual projects. Public scoping for the EIS was initiated following the City's Determination of Significance on August 22, 1991. A public scoping meeting was held September 24, 1991 and comments were accepted until October 10, 1991. The Department of Construction and Land Use (DCLU) determined the scope of the Draft EIS on October 28, 1991. The Draft Master Plan and Draft Environmental Impact Statement were issued for public review on June 25, 1992; one public hearing (July 15, 1992) and one public meeting (August 19, 1992) were held. All public comments were due August 31, 1992, which included an extended public review period.

The Final Master Plan and Final Environmental Impact Statement were issued in June 1993. DCLU issued its recommendation January 1994. The Hearing Examiner issued a report and recommendation on April 25, 1994, and after giving all required notices and following required procedure, the City Council adopted Ordinance 117238 approving the MIMP on August 2, 1994. This Final Compiled Major Institution Master Plan includes all conditions required by the City Council for the approved MIMP.

C. MISSION

The mission of the Sisters of Providence in the West began on December 8, 1856, with the arrival in Vancouver, Washington Territory, of Mother Joseph of the Sacred Heart and four other Sisters of Providence. Within three years these women had established one of the first corporations in the Territory, founded with by-laws that stated, "The ends of said Corporation shall be the relief of needy and suffering humanity, in the care of orphans, invalids, sick and poor, and in the education of youth."

As those early Sisters began their work for the good of others, they reached out to those in need, never turning away anyone who could not pay for care. Their door was always open.

Though times have changed, need has not. The Sisters continue to be concerned that people in need are cared for. Providence Medical Center maintains an open door policy, never turning a patient in need of care away.

Providence Medical Center is a non-profit institution. Any income in excess of expenses for personnel, payment of existing debt, and operations is reinvested in facilities, community and medical education, charity care and other services to the community.

Providence Medical Center has provided far more to our community than dollars can attest. Providence offers a wide range of community services, education, research and special programs for the elderly. Each is made up of people who are givers of care with a deep concern for others.

Development under the approved Master Plan will enable Providence to continue to be responsive to the Sisters of Providence public purpose mission to provide the highest quality health care for all members of the public, and will enable this to occur in a more efficient manner. The benefits to the community are reflected in the mission of Providence to:

- ♦ Work to meet the current needs of society by caring for those who need health care.
- ♦ Provide cost-effective excellence in health care services.
- ♦ Provide health care services commensurate with community need.
- ♦ Enhance the value and quality of life, honoring the dignity of every patient.
- ♦ Heal the whole person spiritually, physically, psychologically.

In addition to meeting these fundamental aspirations, responding to changing health care needs and improving the efficiency of the institution, benefits will include better accessibility of services and improvement of facility appearance. Some public services will be expanded as they are relocated to larger, more efficient space.

**II. APPROVED DEVELOPMENT PROGRAM
COMPONENT AND CONDITIONS
IMPOSED BY CITY COUNCIL**

A. EXISTING DEVELOPMENT

Property Ownership

The multi-block Providence campus is bordered by East Cherry and East Jefferson Streets, 15th Avenue and mid-block between 18th and 19th Avenues.

Providence owns 12.4 acres (540,800 square feet) of property located within the existing institutional boundaries of the MIO district as shown in Figure 2. Public rights-of-way located within the MIO district include 16th and 18th Avenues. Other properties within the MIO district are privately owned and are in residential or other institutional use (the Greenery Rehabilitation Center), or are vacant.

Providence owns no property outside of its boundaries and within 2,500 feet of the boundaries, except for a 17% ownership share of Hospital Central Services (a central laundry) located at 1300 East Columbia. This 60,000 square foot facility is located on a 1.41 acre site and is owned by seven hospitals. This facility was organized in 1966. The Seattle University athletic facilities are within 2,500 feet of the Providence MIO boundaries (to the west of Providence).

Facilities¹

The site is developed with medical facilities that include hospital beds, clinics, offices, guest beds (dormitory style inn for patients and their families), fitness center, day care, support functions, research activities, surface/structured parking, and other accessory uses.

These existing health facilities comprise a total building area of about 1,042,211 gross square feet, including a parking garage of about 211,000 gross square feet. Structure lot coverage is about 256,104 square feet. Total existing parking amounts to 1,031 off-street spaces. Providence obtained an administrative use permit for an additional 39 parking spaces, which has just been constructed. Providence has 376 licensed acute care beds and 33 skilled nursing beds, for a total of 409 beds.

¹ The plans records system at DCLU lists existing Providence development by various building identifier numbers. Due to changes over the years with building demolitions, renovations, and expansions, the numbering is not sequential to reflect the existing buildings. The following is a key to the city building identifier numbers and references made in the MIMP.

Comparison of Providence Building Identifiers

DCLU Building Plans Key

1. Providence Hall (demolished)
2. 1910 Building
3. Annex
4. West Nursing Tower
5. Professional Office Building
6. Center Building
7. Parking Garage
- * 13. Medical Tower Building (Jefferson)
14. Hope Heart Institute
15. East Wing

MIMP Existing Buildings

1. N/A
- 1910 Building & Boiler
4. Administration Wing
5. Annex
2. West Tower
7. Providence Professional Building
6. Central Building
8. Parking Garage
10. Jefferson Medical Office Tower
9. Hope Heart Institute
3. East Wing

* DCLU numbering skips numbers 8 through 12.




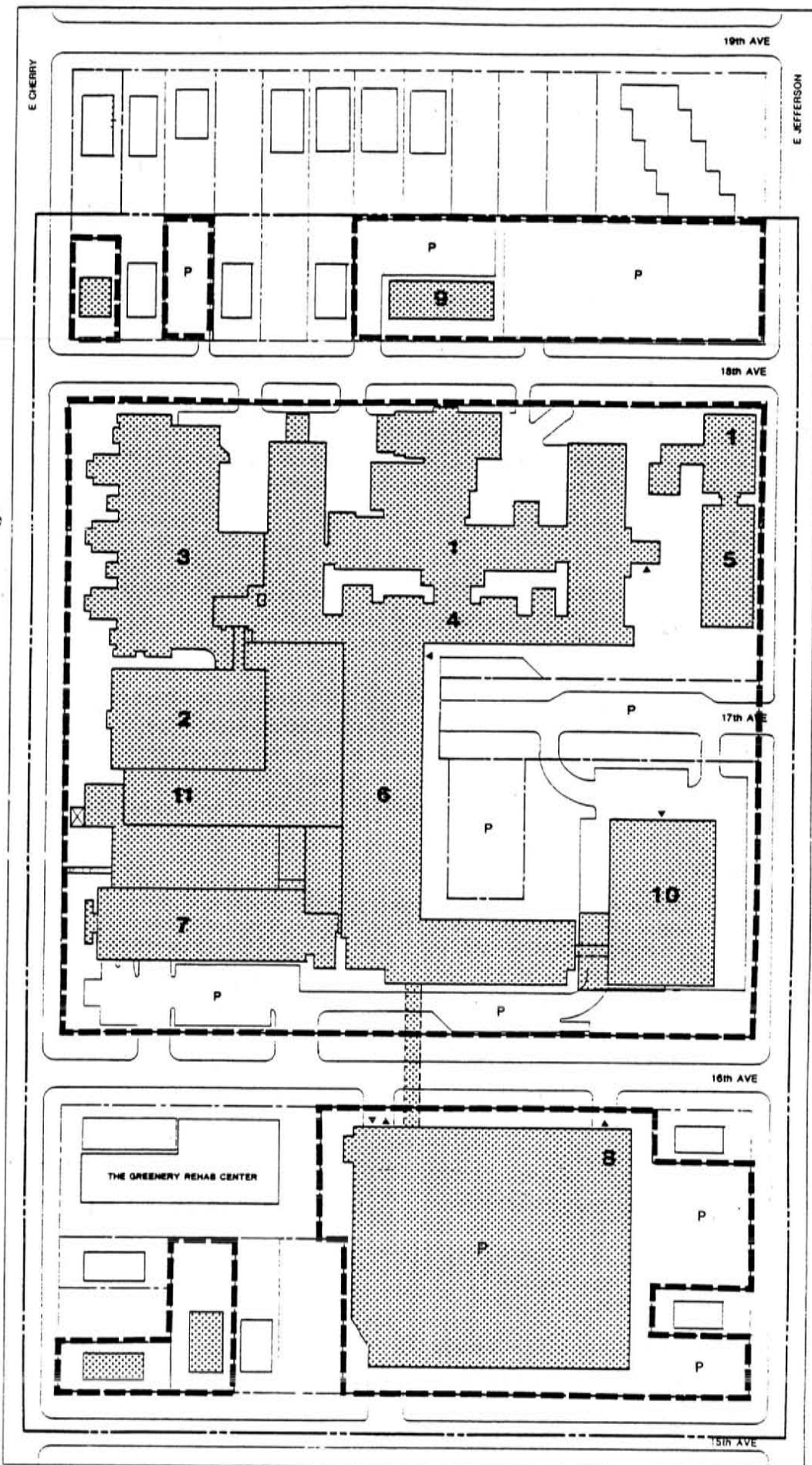
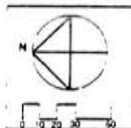
-  EXISTING BUILDINGS
1. 1910 Bldg & Boiler
 2. West Tower
 3. East Wing
 4. Admin Wing
 5. Annex
 6. Center Bldg
 7. Providence Professional Bldg
 8. Parking Garage
 9. Hope Heart Institute
 10. Jefferson Medical Office Tower
 11. Materials Mgmt
-  Providence Owned Property
-  Major Institution Overlay District
- P Existing Parking

Figure 2
Providence
Property Ownership
and Existing
Development





B. DEVELOPMENT APPROVED FOR MIMP

The development that has been approved by the City Council for this MIMP is described by project in Table I and depicted on the site plan, Figure 3. The conditions imposed by the City Council for each project are also listed. Conditions that are not "project specific" are included in Section V of this document. In addition, attached are the conditions which have been agreed to by Providence and the Squire Park Community Council that apply to the approved development. The approved development all within the major institution boundaries will add over 15 years approximately 564,500 net new square feet (682,500 sf new construction less 118,000 sf demolition) to the existing campus development as shown in Table I. An additional 40 licensed acute care beds (for a total of 416 acute care beds) and an additional 27 skilled nursing beds (for a total of 60 skilled nursing beds) have been approved. Figure 4 shows an aerial view of the approved additional development together with the existing Providence facilities. The following discussion describes each project and the conditions imposed.

**Table I
Providence MIMP Projects**

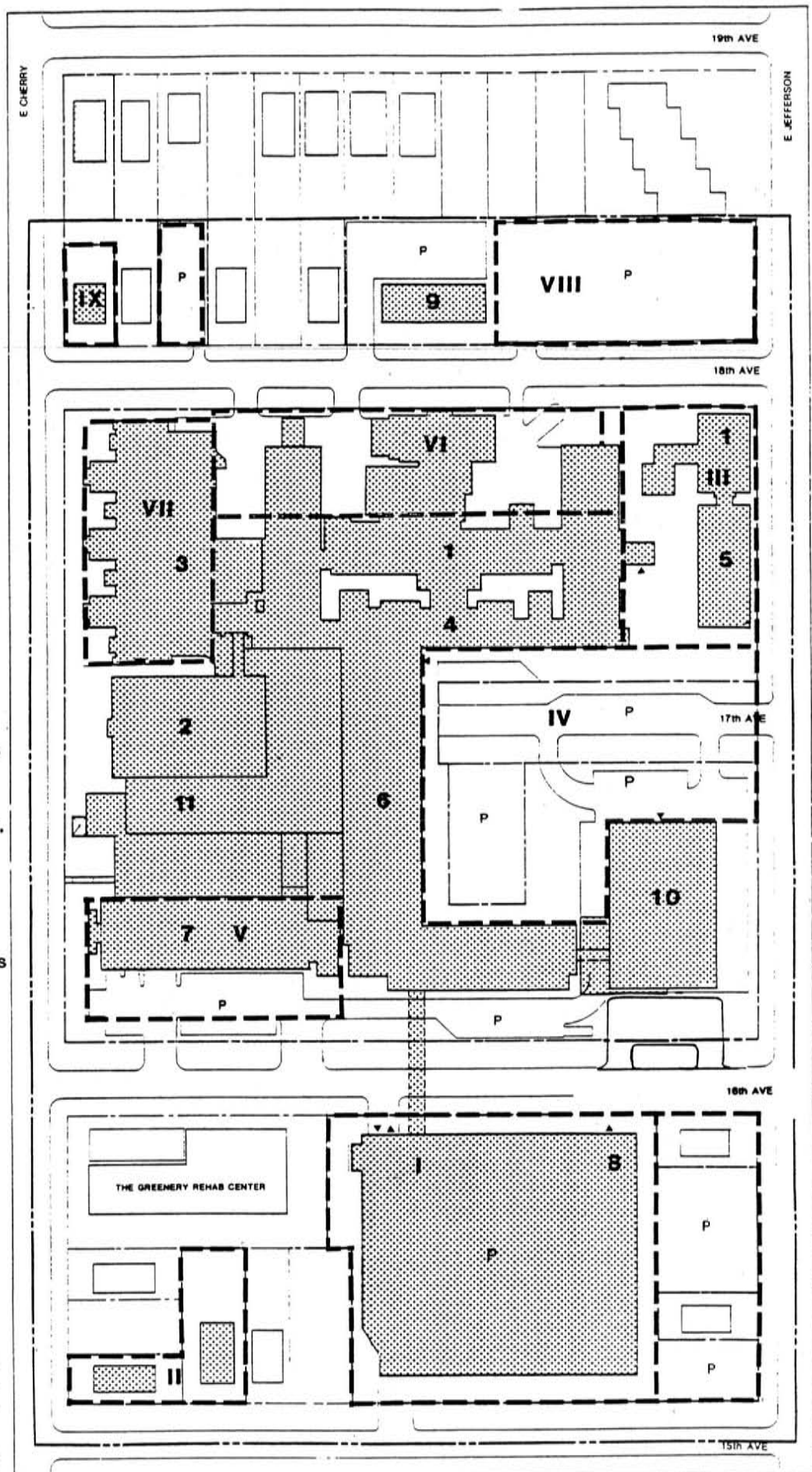
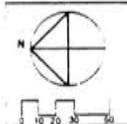
<u>Phase*</u>	<u>Project</u>	<u>Use</u>	<u>Floors</u>	<u>Building Area per Floor</u>	<u>Total Project Area</u>	<u>Project Height</u>	<u>Mechanical Penthouse</u>
I.	Expand Parking Garage						
IA	Add 2-1/2 half levels to Existing Garage	Parking	--	--	71,000 sf/ 204 spaces	20' (65' max.)	--
IB	Expand Garage to the South	Parking	--	--	118,000 sf/ 502 spaces	65'	--
II.	Relocation of Family Medical Clinic/ Temporary parking	Clinic/ Parking	2	5,000 sf	10,000 sf	30'	--
III.	Relocate Boiler (see Phase VI) MOB/Replace Providence Professional Building	Physical Plant Clinic/ Office	 5	 15,000 sf	 75,000 sf	 65'	 15'
IV.	Surgery, Entry Radiology, Oncology Addition, Laboratory, Chapel and Parking	D&T Entry Clinic Parking	2 Below Grade	50,000 sf (below grade) 15,000 sf (above grade) 21,000 sf/ 60 spaces	65,000 sf 63,000 sf 180 spaces	20' 20'	-- --
V.	New Patient Wing (includes Critical Care Expansion)	Beds	7	19,000 sf	133,000 sf	90'	15'
VI.	Skilled Nursing (33 Existing + 27) Boiler Plant (constructed at same time as Phase III) Learning Resource Center/ Environmental Services	Nursing Physical Plant Education & Support Services	2 2 Below Grade 1	12,000 sf 12,000 sf 12,000 sf	24,000 sf 24,000 sf <u>12,000 sf</u> 60,000 sf	45'	--
VII.	Add (2) Levels to East Wing (40 beds)	Beds	2	18,000 sf	36,000 sf	30' (105' max.)	15'
VIII.	Providence Inn (40 Rooms) and Fitness Center with Parking Garage Below (30 Cars)	Inn Gym	2 1	15,000 sf 18,000 sf	30,000 sf 18,000 sf 30 spaces	30' 36'	10' 10'
IX.	Day Care/ Play Area	Day Care & Parking	1	3,500 sf	3,500 sf	28'	--
Total					682,500 sf		

- * The phasing is the sequencing of projects as currently anticipated over the 15-year master plan timeframe. Actual timing and development sequencing may vary depending on changing conditions and needs. Replacement projects require construction of the new facility prior to the demolition of the building being replaced.

-  EXISTING BUILDINGS
1. 1910 Bldg & Boiler
 2. West Tower
 3. East Wing
 4. Admin Wing
 5. Annex
 6. Center Bldg
 7. Providence Professional Bldg
 8. Parking Garage
 9. Hope Heart Institute
 10. Jefferson Medical Office Tower
 11. Materials Mgmt
-  APPROVED PROJECTS
- I. Expand Parking Garage
 - II. Family Medical Clinic, Parking
 - III. New MOB
 - IV. New D&T and Front Entry / Parking
 - V. New Patient Wing
 - VI. New SNF, Physical Plant, Support Services
 - VII. Add Two Levels to East Wing
 - VIII. New Inn, Gym and Parking
 - IX. Day Care

P Existing Parking

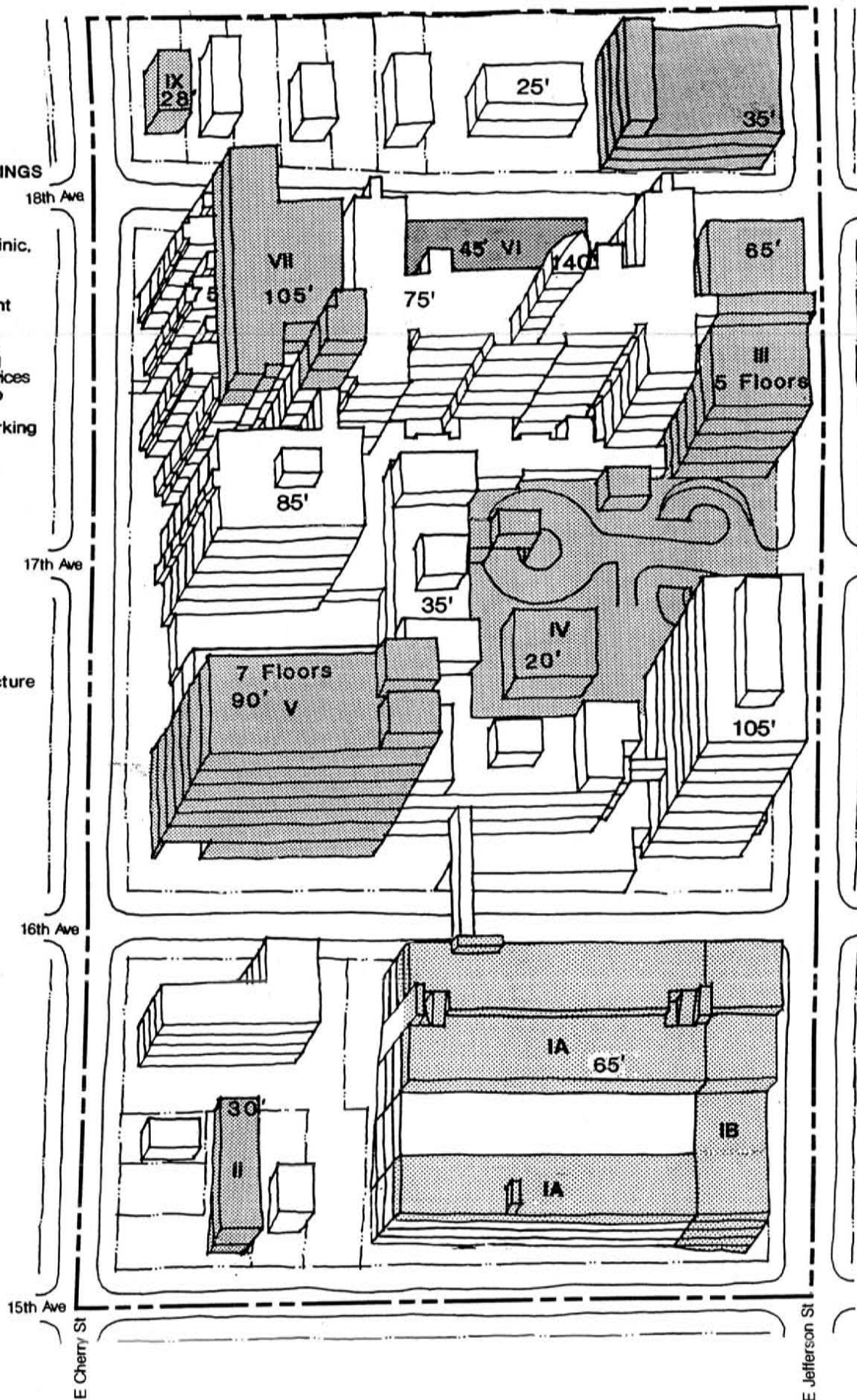
Figure 3
Approved
MIMP Projects



- PROPOSED BUILDINGS**
- I. Expand Parking Garage
 - II. Family Medical Clinic, Parking
 - III. New MOB
 - IV. New D&T and Front Entry/Parking
 - V. New Patient Wing
 - VI. New SNF, Physical Plant, Support Services
 - VII. Add Two Levels to East Wing
 - VIII. New Inn, Gym, Parking
 - IX. Day Care
- MIO District

00' Approximate Structure Height

Figure 4
Approved
Development



I. Expand Parking Garage

The existing Providence garage between 15th and 16th Avenue near East Jefferson contains about 724 spaces in 4-1/2 stories (9 half-levels). Expansion of the garage for visitor parking has been approved under the Master Plan along with Providence's aggressive Transportation Management Plan to alleviate on-street parking and congestion in the vicinity of the hospital and to help meet the code requirement for off-street parking. Two alternatives for expansion have been approved with implementation dependent on feasibility and the opportunity for property acquisition. If both alternatives are implemented, the garage would be expanded both horizontally and vertically with the actual design and facility size to be determined.

IA. Add 2-1/2 Half-Levels to Existing Structure

This alternative assumes vertical expansion. This expansion would provide approximately 204 additional parking spaces.

IB. Expand the Garage to the South

Expansion of the garage to the south is dependent on acquisition of 2 lots within the Major Institution boundaries by Providence. If the property can be acquired and this alternative is implemented, two existing residences would be removed or demolished. This expansion would be on 5 levels and would result in approximately 502 parking spaces. This expansion would eliminate 39 existing surface parking spaces for a net increase of 463 spaces.

Conditions Imposed by City Council:

For the parking garage expansion (Project IB), providence will provide a dense planting of evergreens in the required 20-foot south setback to form a "green wall;" mature plants shall be used and attempts shall be made to save or relocate existing specimen trees; plant materials shall be selected that will add visual diversity and transition in scale (taller plants nearer the structure); and, safety shall be a design consideration. The south wall of the parking structure shall provide visual relief through the addition of planters, tiles or other ornamentation. Finally, the building shall be designed to resemble an office building. *(Council Condition 9)*

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 DCLU and SED in order to achieve TMP goals. *(Council Condition 14)*

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 SED. *(Council Condition 15)*

Prior to occupancy of the Expanded Garage (Project IA), 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 SED with input from the Squire Park Community Council. *(Council Condition 31)*

Prior to occupancy of the expanded garage (Project IA), 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 SED in consultation with the Squire Park Community Council. (*Council Condition 32*)

"Local Access Only" signs shall be installed along residential streets adjoining truck delivery routes. Sign locations shall be determined and installed by SED. The Squire Park community shall be consulted for sign locations. (*Council Condition 33*)

II. Improve Temporary Surface Parking/Relocate Family Medicine Clinic

The Family Medicine Clinic currently located in the Providence Professional Building would be relocated to a new site within the Major Institution boundary at the corner of 15th Avenue and East Cherry Street. There are two vacant deteriorated duplex structures on this property, which were unoccupied for over three years. Providence has leased the duplexes to Operation Homestead to house the homeless on a short-term, temporary basis. The lease was signed with the understanding that the arrangement is temporary and Providence intends to maintain the property for future health care-related use. Temporary open space/surface parking has been approved for this site, once the lease expires the duplexes will either be moved or torn down. A two-story (30 feet), 10,000 square foot clinic (5,000 sf/level) with parking would be constructed in the future.

Conditions Imposed by City Council: None

III. Relocate Boiler and Develop Medical Office Building to Replace Providence Professional Building

A new physical plant and medical office building has been approved within the main site. The boiler replacement is also described with the adjacent Project VI, the Skilled Nursing Facility. The replacement office building will provide on-campus clinic/office space. It will be a five-story (65 feet) building with approximately 15,000 square feet per floor, for a total of approximately 75,000 gross square feet. The street level of the medical office building will likely include such public amenities as deli/coffee bar and pharmacy. During design, every effort will be made to ensure "street friendliness."

Conditions Imposed by City Council:

The new MOB on Jefferson (Project III) shall provide vertical modulation to break up the bulk of the structure. The new MOB will be designed to interpret the 1910 Building. Architectural design measures including facade articulation, modulation, detailing, materials, color, textures, and other scale reducing devices will be incorporated to provide compatibility with surrounding buildings. Building facades should include contrast in materials, scale of detailing, fenestration, modulation, and articulation. The design character of the smokestack and annex building should be reflected in the new building.

The building shall provide one of the two following alternative vertical modulation features to help reduce the appearance of bulk of the structure: 1) The building will "step back" from Jefferson by providing an approximately five foot deep step at the second or third floor and another approximately five foot deep step at the fourth or fifth floor. Under this configuration, the first step could occur in conjunction with a design feature for the approved Gym/Inn structure to the east. 2) Alternatively, the entire "step back" would occur at the top of the building at the fifth floor level, and would be approximately 5 to 10 feet deep. (*Council Condition 10*)

IV. Renovate Front Entrance

Replacement space for key existing functions and facilities below ground level, as well as renovation and enhancement of safety and accessibility to the main hospital for patients, visitors, and employees is planned for the existing front entrance on East Jefferson. These improvement projects would add approximately 65,000 gross square feet and would include:

- ♦ Above and below grade development replacement space will include:
 - ♦ Laboratory replacement space of about 12,000 square feet at Level A.
 - ♦ Radiology/Cardiology replacement space (including MRI and heart catheterization areas) of approximately 21,000 square feet at Level B.
 - ♦ Surgery replacement space of approximately 27,000 square feet at Level B.
 - ♦ Oncology replacement space of approximately 3,000 square feet.
- ♦ Renovation of the main entrance will add approximately 2,000 gross square feet and would include:
 - ♦ A new entry drive ramp up from East Jefferson to Level I
 - ♦ Canopied entrance way
 - ♦ Remodeling of existing main entry
 - ♦ Replacement of existing surface parking below grade of approximately 63,000 square feet/180 spaces
 - ♦ Development of a chapel above grade
 - ♦ Other related site improvements such as signage, landscaping, and lighting

Conditions Imposed by City Council:

Prior to use of the new parking area at the front entrance (Project IV), signs shall be installed to help regulate use. The area will be used primarily for visitors' parking and hospital visits by physicians. The latter use shall not exceed 30% of the parking area. Signs shall indicate that visitor and physician parking only is permitted during daylight hours (7:00 a.m. to 5:00 p.m.), and that employee parking is permitted during other hours. (*Council Condition 36*)

V. Replace West Tower

To replace the existing West Tower, a seven story nursing tower of approximately 19,000 square feet per floor and a height of 90 feet has been approved.

Conditions Imposed by City Council:

The load/unload area for the New Patient Wing (Project V) shall be located south of the 16th/Cherry intersection. (*Council Condition 16*)

VI. Develop Skilled Nursing Facility

This mixed use development totals about 60,000 square feet in five levels (3 levels are above grade and 2 are below grade).

The 60-bed project, located on the east side of the 1910 Building, will require demolition of a small portion of the existing building. The skilled nursing facility would be two stories (28 feet) and would have approximately 24,000 square feet. A physical plant replacement of about 24,000 square feet below grade is included with/or adjacent to this project. Loading dock and service area improvements would be provided at grade level. In addition, this project includes 12,000 square feet (1 level) Learning Resource Center/Environmental Services. The project would be comparable in design to the 1910 Building. The total above-grade height would be approximately 45 feet, for a total of 3 levels above-grade.

VII. Add Two Levels to East Wing

The East Tower, completed in November 1990, was originally designed for two additional levels. Each of the two additional levels would have approximately 18,000 square feet for a total of 36,000 gross square feet. The total building height would be 105 feet within the maximum allowable height for the site. The additional two levels would be set back from the existing parapet in order to preserve the intricate design.

Conditions Imposed by City Council:

The two-floor addition to the East Wing (Project VII) shall be pulled back away from the 18th Avenue frontage to the first "notch" in from the east side of the existing building, and additional trees shall be added along the 18th Avenue facade to soften the existing blank facade. *(Council Condition 12)*

VIII. Develop Providence Inn/Fitness Center

A new Providence Inn to be used by patients and their families only has been approved for the southeast corner of the campus on 18th and Jefferson. Designed as a three story facility, it would include two floors for the Inn (approximately 40 rooms) and a gym/fitness center on the third level. The first and second floors would be approximately 15,000 square feet and the third floor approximately 14,000 square feet thereby providing transition in height and scale with adjoining uses. A parking garage located below the three levels would accommodate 30 cars. Total building height would be approximately 36 feet.

Conditions Imposed by City Council:

The skybridge proposed to cross the 18th Avenue right-of-way is denied. *(Council Condition 5)*

The east side of the Gym/Inn (Project VIII) shall be set back at least 10 feet from the east property line. The top floor shall be set back an additional 10 feet to allow separation between the institutional building and the single-family zone. To break up the bulk of the facade, the building shall include modulation consisting of 20 to 25 foot long bays, separated by recesses a minimum 5 feet in width and 3 feet in depth. The east side of the structure shall maintain privacy of adjoining structures through the appropriate placement of windows or through use of opaque glass. *(Council Condition 11)*

Prior to occupancy of the Gym/Inn (Project VIII), a curb bulb shall be installed at the 18th/Jefferson intersection. In addition, the load/unload zone shall be located off 18th. SED Plan Review Section shall review the design and location of the curb bulb and loading zone. *(Council Condition 34)*

IX. Develop Day Care/Play Area

The site of the day care facility is on the corner of 18th and Cherry Streets. Total square footage is projected to be 3,500 square feet with an outdoor play area located on the lot Providence owns to the south. Total building height would be about 28 feet. The project would either involve renovation of the existing building or demolition and new construction. The drop-off/pick-up zone would likely be located along 18th Avenue.

Conditions Imposed by City Council:

The 20 foot setback for the Child Care Center (Project IX) shall include dense landscaping. (Council Condition 13)

The Child Care Center (Project IX) shall have a residential appearance. The rear yard will be designed to reduce noise for the single-family homes to the south and east with use of acoustical fencing or berms. (Council Condition 21)

Prior to occupancy of the Child Care Center (Project IX), a curb bulb shall be installed at the 18th/Cherry intersection. The load/unload zone shall be located off 18th. The SED Plan Review Section shall review the design and location of the curb bulb and loading zone. (Council Condition 35)

Summary of Development Square Footage

Table 2 summarizes the net increase in approved campus development. New construction and demolition building areas are detailed. Some 564,500 square feet of net new construction has been approved. This amounts to a 54% increase in total campus development.

Table 2
Existing and New Campus Development

Existing Baseline Gross Square Feet		869,953
Net New Square Feet of Recent Developments		172,258
Existing Development		1,042,211
Approved MIMP Projects		
	<u>New Construction</u>	<u>Demolition</u>
I. Expand Parking Garage (71,000 + 118,000)	189,000	
II. Family Medical Clinic/Parking	10,000	5,000
III. New MOB/Parking	75,000	50,000
IV. New D&T and Front Entry (65,000 + 63,000)	128,000	
V. New Patient Wing	133,000	20,000
VI. New SNF (24,000), Boiler Plant (24,000 sf)		
Resource Center/Environmental Services (12,000 sf)	60,000	40,000
VII. Add Two Levels to East Wing	36,000	
VIII. New Inn, Gym, & Parking (30,000 + 18,000)	48,000	
IX. Day Care/Play Area	3,500	3,000
	682,500	(118,000)
Net New Construction		564,500
New Campus Total		1,606,711

* Assumes both alternatives are developed.

C. CIRCULATION

The development in this MIMP will not cause any substantial modifications to the existing site access and internal circulation systems; however, there are some differences that primarily relate to new parking supply locations. The primary Providence entry/exit location would continue to be from 17th Avenue just north of East Jefferson Street. This access would become a more prominent location because of the proposed increase in 119 parking spaces in this area. Similarly, since the parking garage would contain 706 additional spaces, the traffic circulation activity would increase on 16th Avenue between East Jefferson Street and East Cherry Street. Circulation activity at the parking facility located in the northeast corner of the 18th Avenue/East Jefferson Street intersection would decrease because of the net loss of 77 spaces. Access to the approved 30 below-grade parking spaces for the new Providence Inn would occur from 18th Avenue.

Conditions Imposed by City Council, see Section II.B.I. Parking Garage, and Section V, Additional City Council Conditions.

D. PARKING

A total of 694 net new spaces would be added with the approved MIMP projects as shown in Table 3 (Existing and Approved Parking), existing and new parking would increase off-street parking to 1,725 spaces. Figure 5 shows the location of existing and approved off-street parking. Future code required parking (year 2007) amounts to 1,540 (minimum) to 2,079 (maximum) spaces. The approved parking is above the minimum and below the maximum code required parking in the year 2002 and year 2007. Table 4 details the parking requirements.

The MIMP has been approved to expand the existing garage to add 706 spaces to the existing 724 space garage. A rezone of this part of the Providence MIO district has been granted for the parking garage expansion from MIO-37 (SF 5000) to MIO-65. In addition, below grade parking will be provided at the new front entry/diagnostic and treatment facility and with the new inn/fitness center.

Providence has a new Transportation Management Plan (TMP). A copy is included as part of this document (see Section III).

Table 3
Existing and Approved Parking

Existing Parking On-Campus		1,031 spaces
Existing Code Required Parking		1,152 minimum, 1,555 maximum
Approved MIMP Development		
	<u>New Spaces</u>	<u>Demolished Spaces</u>
I. Parking Garage Expansion		
IA. Add 2-1/2 levels	204	
IB. Expand South	502	39
II. Family Medical Center and Temporary Parking	10	
IV. D & T/Entry (Below Grade Parking)	180	61
V. New Patient Tower		25
VII. New Inn/Gym (Below Grade Parking)	<u>30</u>	<u>107</u>
	926	232
Net New Spaces		694
Total Campus Parking Spaces		1,725
Future Code Required Parking		1,540 minimum / 2,079 maximum

See Section II.B.I. for conditions on parking.

Ⓔ Existing Spaces
Total 1031

Ⓔ Approved Spaces

(Ⓔ) Displaced Spaces

Net New Spaces
694

Total Campus
(Future) 1725

EXISTING BUILDINGS

1. 1910 Bldg & Boiler
2. West Tower
3. East Wing
4. Admin Wing
5. Annex
6. Center Bldg
7. Providence Professional Bldg
8. Parking Garage
9. Hope Heart Institute
10. Jefferson Medical Office Tower
11. Materials Mgmt

APPROVED PROJECTS

- I. Expand Parking Garage
- II. Family Medical Clinic, Parking
- III. New MOB
- IV. New D&T and Front Entry/Parking
- V. New Patient Wing
- VI. New SNF, Physical Plant, Support Services
- VII. Add Two Levels to East Wing
- VIII. New Inn, Gym and Parking
- IX. Day Care
- P Existing Parking

Figure 5
Existing and
Approved Parking

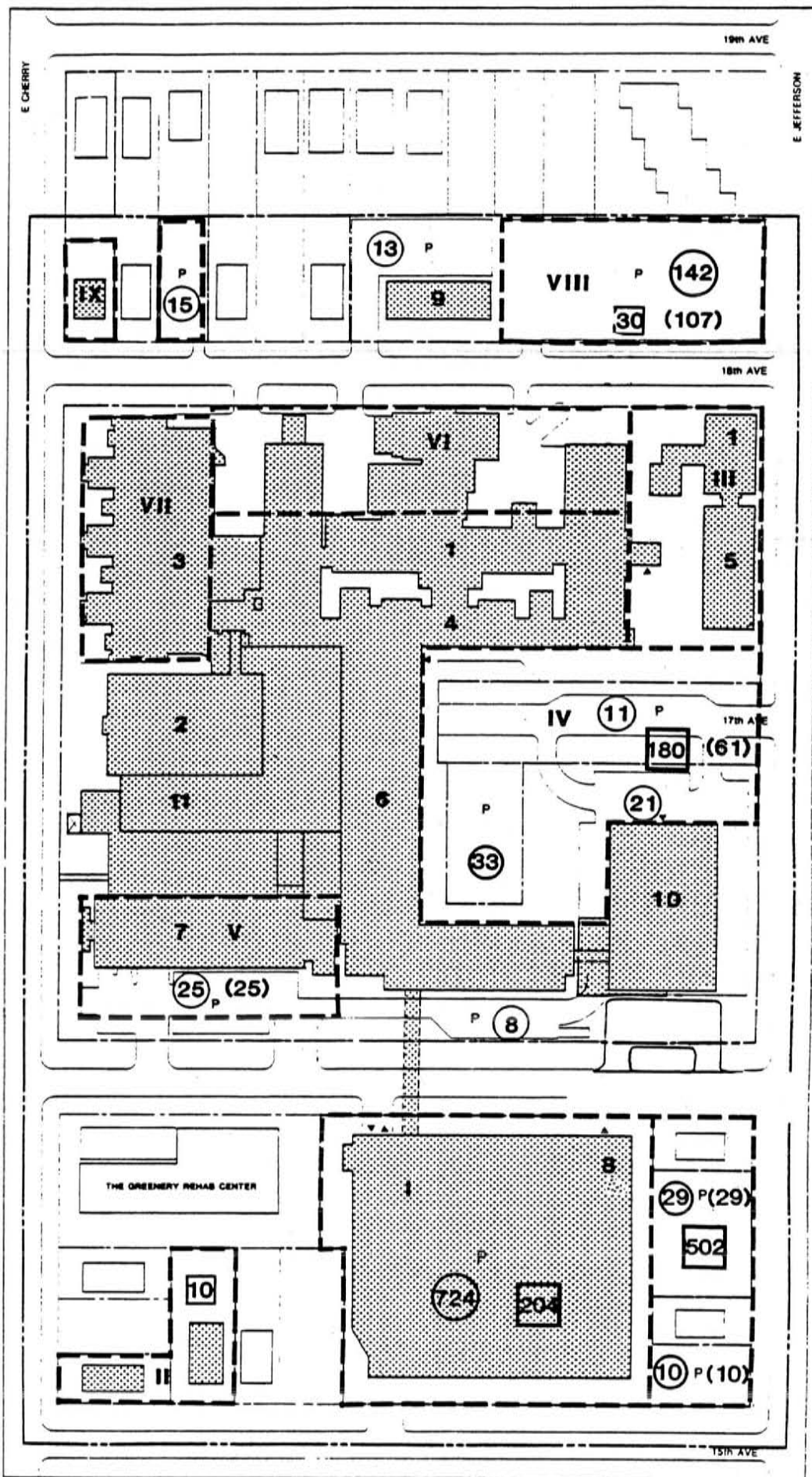
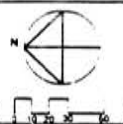


Table 4
Providence Parking Requirements

	Total Number Basis (People/SF/Beds/Seats)			Minimum Parking Requirement		
	<u>Existing</u>	<u>2002</u>	<u>2007</u>	<u>Existing</u>	<u>2002</u>	<u>2007</u>
Long-Term Parking						
♦ Hospital-Based MDs (1 space/80%)	119	169	190	95	135	152
♦ Staff MDs (1 space/25%)	687	725	758	172	181	190
♦ Employees @ Peak Hour (1 space/30%)	1,680	2,071	2,071	<u>504</u>	<u>621</u>	<u>621</u>
Subtotal				771	937	963
Short-Term Parking						
♦ Inpatient Visitors (1 space/6 beds)	409	409	476	68	68	79
♦ Average Daily Outpatients (1 space/5 outpatients)	1,376	2,191	2,299	275	438	460
♦ Auditorium (1 space/10 seats)	140	140	140	14	14	14
♦ Auditorium (non-fixed seats) (1 space/200 sf)	4,859	4,859	4,859	<u>24</u>	<u>24</u>	<u>24</u>
Subtotal				381	544	577
Total Parking Requirement (minimum/maximum)				1,152/ 1,555	1,481/ 1,999	1,540/ 2,079
Total Supply				1,031	1,827 ¹	1,725 ²

¹ The first phase constructs 896 spaces and displaces 100 spaces for a net increase of 796 spaces.

² The later phase displaces 132 surface spaces and constructs 30 spaces for a net reduction of 102 spaces.

E. OPEN SPACE

Existing open space, landscaping, and screening are shown in Figure 6. The open space functions as visual screening; it unites the campus; and it offers places for relaxation. There is also landscaped open space within public street right-of-ways. The landscaped open space on the Providence property amounts to about 14% of the total site area. This is an area of about 77,000 square feet and includes lawns, groundcover, patios/courtyards, and tree plantings. Sidewalks, roadways, and parking lots are not included.

The general open space concept consists of four elements:

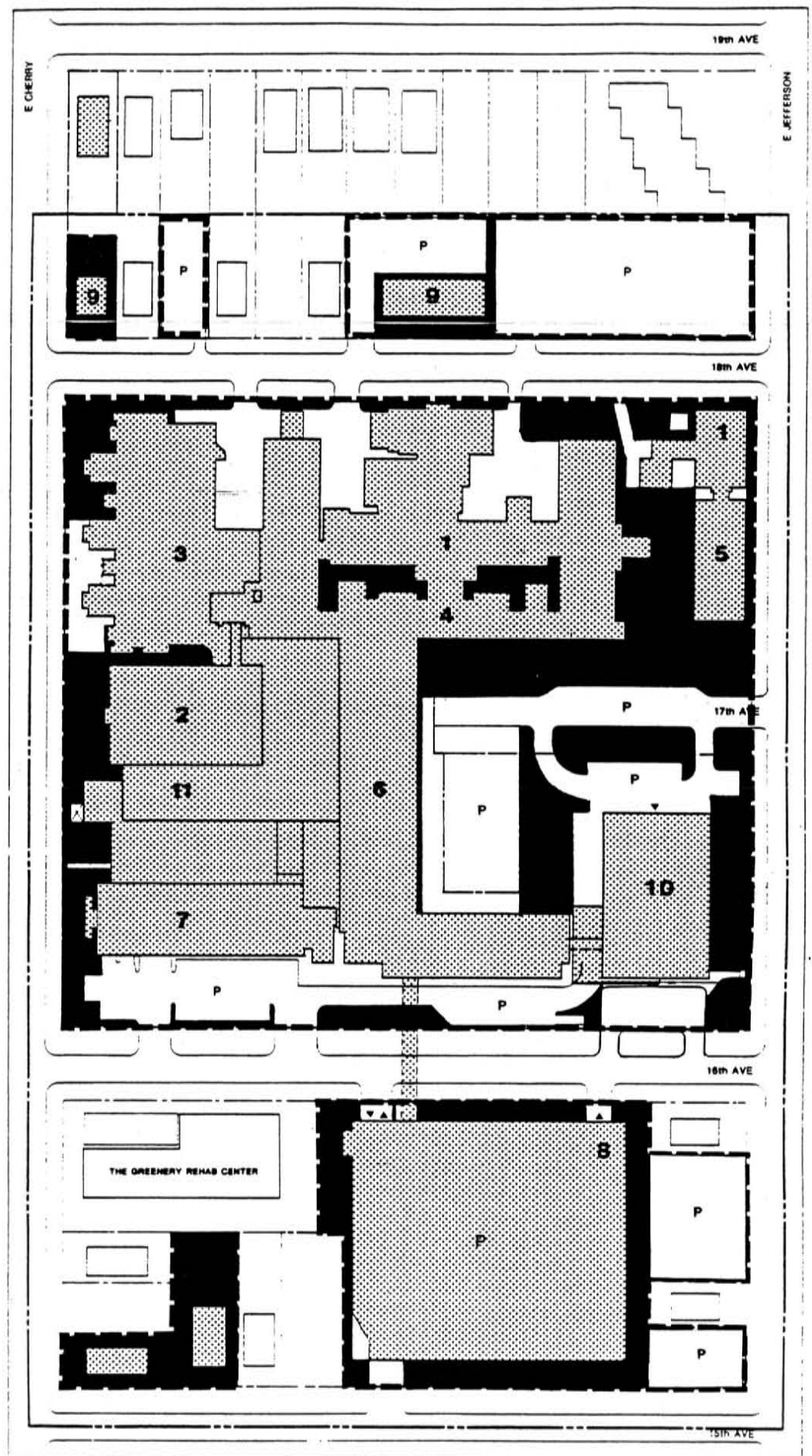
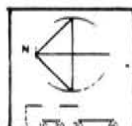
- ♦ Campus edges around the periphery of the MIO district include open space buffers, building setbacks, and streetscaping improvements. The edge is a transition to the adjacent neighborhood and also distinguishes the Providence campus. It also provides open spaces that are visually accessible to the public.
- ♦ Both 16th and 18th Avenues provide local access for people and vehicles. A residential-like landscaped boulevard with street trees and human-scale pedestrian improvements is envisioned.
- ♦ The main campus "front door" is at 17th Avenue and East Jefferson Street. This is a major entry space that clearly highlights the importance of this campus location.
- ♦ Courtyards throughout the campus enable both physical and visual access to landscaped open space. They complement building spaces and contribute to the overall campus character.

Open spaces and landscaping have not yet been designed in detail. The master plan presents a general organizational concept. Detailed open space and landscaping plans would be finalized and implemented at each phase of the approved projects. Street trees along 16th and 18th Avenues would be provided upon completion adjoining Master Plan projects.

Please see Section III.B. for conditions of approval for open space.

-  Existing Landscape
-  Existing Built Form
-  Other:
Parking, Wide Walks ...

Figure 6
Existing Open Space



Note: Existing landscaped open space along right of ways is not shown.

F. INFRASTRUCTURE IMPROVEMENTS

Public services and utilities are all available at the site. Existing services/utilities and providers are:

Electricity	Seattle City Light
Natural Gas	Washington Natural Gas
Water	City of Seattle
Refuse Service	City of Seattle
Sanitary Sewer	Metro/City of Seattle
Telephone	US WEST Communications
Police and Fire	City of Seattle

No major changes to infrastructure are planned. However, Providence does propose to replace its boiler and upgrade its physical plant. Utility improvements will be completed as required for each project.

G. PHASING

The Providence Master Plan is approved for a 15-year timeframe to from the date the MIMP was approved by the City Council. The general phasing/sequencing of projects is estimated in Table I, page 8. It is possible that the sequencing of projects may change and/or projects may shift between phases depending on changing needs.

Generally Master Plan Projects I through IV are expected to be implemented within 10 years. Projects V through IX would occur in the subsequent 5 years. For purposes of impact evaluation, the master plan base year is assumed to be 1992 and the 10-year initial phase horizon is 2002. Projects V through IX would then extend to the year 2007.

The interim use of property awaiting development of the approved Master Plan projects will be substantially a continuation of existing uses. Demolition as part of site preparation may occur some time prior to development and could result in temporary open space or surface parking.

H. STREET, ALLEY, ROW VACATION

No streets, alleys or right-of-ways would be vacated.

I. ON-CAMPUS ALTERNATIVES

The No Action Alternative was considered and evaluated in the EIS. A series of five project alternatives were also identified that ranged from varied sitings of development to downsizing of planned facilities. Each of the alternatives was analyzed in the Draft and Final EIS and in the Draft and Final MIMP.

The first alternative sought to reduce the development scale and massing at the corner of 18th Avenue and Jefferson Street. The second alternative also sought to reduce development scale at the east edge of the campus by distributing development over a larger site area. The third alternative expands Providence ownership and distributes the campus parking supply. The fourth alternative responds to the need to discuss a "downsizing" alternative. The last alternative was intended to complete Providence property ownership within the existing boundary and intensify institutional development. None of the alternatives fulfilled all the Master Plan objectives of Providence.

J. RELATIONSHIP WITH HEALTH POLICIES/HUMAN SERVICE GOALS

Providence is committed to providing health care to the people in the community it serves. Providence is continually working to develop services for the poor, elderly, and mentally ill of our society in spite of mounting fiscal constraints. During 1990, Providence provided over 40.6 million dollars in uncompensated care. With a commitment to provide primary care, our clinics will continue to expand services for the underserved.

The Providence Rainier Clinic offers basic medical care to residents of the Rainier Valley. Patients pay what they can afford. In 1990, the clinic provided over \$500,000 in non-billed services. In addition, the Community Pharmacy at Providence Rainier operates a charity prescription program.

The Providence Family Medical Clinic, a family practice residency program serving the Central Area sees more than 24,000 patients a year, over half of whom are on Medicaid. An area of special concern for the clinic is reducing high-risk pregnancies, often made worse by drug addiction. The Clinic has a Women, Infant and Children's Program, a Maternity Access Program, participates in the First Steps Program for high risk prenatal patients and provides prenatal classes and diabetes education. Almost all of the patients provided for under these programs are funded by Medicaid or account for uncompensated care.

Sister of Providence began the House of the Poor as one avenue to fulfill the mission of the Sisters to care for the sick, the elderly, and the poor with compassion and love. Today the House of the Poor has become Providence Regina House. It now serves nearly 18,000 people per year. It provides food for 275 families plus 50 emergency food bags each month. Through its Adopt-a-Family program in which Providence Medical Center employees and others from the community "adopt" a needy family, Providence Regina House serves an extra 500 families each Christmas and Thanksgiving, and 400 families at Easter time. During these times volunteers deliver food, presents, and Easter baskets to their adopted families.

Other Providence Regina House programs include a Homebound program, which delivers food every other week to 35 homebound senior citizens' families and 25 homebound AIDS patients; a free clothing bank; a Baby program that serves 60 neighborhood mothers providing them with diapers, baby food, clothes, and baby furniture; and a Back-to-School program that provides 65 children with school supplies and a new outfit for school.

Providence Regina House also works with three schools to help students learn community service. Each week 20 students help at the food bank separating and packing food and making home deliveries. Students from eight other schools help at Providence Regina House during holidays.

Providence Adult Continuing Education Program (PACE) helps employees to improve and maintain basic skills in math, adult basic education, English as a second language, writing and reading. Medical Center employees work as volunteer tutors to provide support and instruction. Participation in PACE is free and confidential.

Providence Child Care Center provides day care for employees and the community. As part of an agreement with the community, Providence has agreed to provide child care not only as a service to its employees, but reserves child care openings for use by local community residents.

The Safety and Security Department of Providence provides security and patrol of the surrounding community. Providence vans, equipped with radios, rove the neighborhood between 4:00 p.m. and 9:00 a.m. As an example, Providence provided extra patrol and security for the four houses on 19th Avenue while the houses were vacant and waiting for occupancy by the new owners.

Providence strives to provide local community services whenever possible. In the past several months, Providence provided over 50 first aid kits for a neighborhood tree planting and provided a place for rubbish to be discarded during a neighborhood clean-up effort. Providence also provides meeting space for the local community upon request.

Transportation service is provided for elderly and low income patients so that they can get to the appropriate clinic or hospital for their individual health care needs.

In an effort to contain development within its major institution boundary, Providence has turned back to the community 13 residential parcels at prices substantially below market value. Most recently, four lots on 19th Avenue were sold far below market value to the Central Area Public Development Authority for the construction of low income housing. The last remaining parcel located outside Providence's major institution boundary (Providence Regina House) was sold in September 1991.

Providence's cafeteria is open to the public, offering healthy, affordable food service and offers a discount to seniors.

HealthWise, a complementary membership program for seniors 65 and over has over 16,000 members. The program offers free HealthTalks, where specialists discuss various topics directly related to health, pharmacists offer free consultation regarding prescription medications, free consultation on diet and fitness is available, help with questions regarding insurance coverage, free flu shots, free parking, and special discounts in the cafeteria and gift shop. HealthWise provides advice and guidance that make it easier for seniors to use the health care system effectively.

Other human services provided include:

- ♦ Health Resource phone information line
- ♦ Donation of surplus equipment to Third World Countries
- ♦ Employee Assistance Program
- ♦ Stop Smoking classes available to employees, patients, and the public

In spite of all the complexities, Providence Medical Center strives to maintain a clarity of purpose. Just as the early Sisters did, Providence seeks to reach out to those in need. Providence Medical Center's rich history of providing for those in need will continue as a fundamental part of its mission. Improved facilities for providing these services will enable Providence to better serve this population.



**III. APPROVED DEVELOPMENT STANDARDS
COMPONENT AND CONDITIONS
IMPOSED BY CITY COUNCIL**

A. ZONING

MIO District

Figures 7 and 8 show the major institution boundaries and zoning designations of Providence and the surrounding area. No boundary changes were sought. The campus includes three Major Institution overlay (MIO) districts, each distinguished by different potential maximum height limits: 37 feet, 65 feet, and 105 feet. A change in development standards for the MIO has been approved for the southwest portion of the campus (from MIO-37' to MIO-65') in order to accommodate an expansion of hospital parking facilities, as described in Section C., Development Projects. (Also see Section III.B., Approved Development Standards) The property to the west of 15th Avenue is designated with a 65-foot maximum height limit by Seattle University's MIO and the property to the north within the Providence MIO has a 65 foot height limit.

Underlying Zoning

The underlying zoning of the Providence campus is comprised of two zoning classifications; single-family residential, with a minimum lot size of 5,000 feet (SF 5000), and low-rise multi-family residential, with a minimum lot area of 800 square feet per dwelling unit (L-3). Changes to those development standards that have been approved are listed in Section III.B., Approved Development Standards. Conditions imposed by the City Council are also listed (conditions that are more project-specific are listed in the previous section of this MIMP, where each project is discussed).

B. APPROVED DEVELOPMENT STANDARDS

The following standards have been approved for the Providence Master Plan subject to the conditions imposed by the City Council. The standards replace the zoning standards of the underlying zoning.

Setbacks

Approved structure setbacks are shown in Figure 9. Generally the setbacks follow the existing structure setback pattern. Development fronting on East Cherry Street will have a setback of 20 feet except for the half-block east of 18th Avenue, which would have a 10 foot setback. Setbacks along East Jefferson Street would be 10 feet except between 15th and 16th Avenues and east of 18th Avenue where there would be 20-foot setbacks. A 10-foot structure setback would be along 16th and the east side of 18th Avenue, which are internal to the Providence campus. A 5 foot setback is approved along the west side of 18th Avenue. A 20 foot setback is approved along lot lines mid-block between 18th and 19th Avenues except for the southern parking lot site where there will be a 10-foot setback. A 10-foot setback is approved along 15th Avenue. Finally, there would be no setbacks from the internal lot lines within the campus. Setbacks can be averaged to allow for building modulation. Setbacks would not vary due to structure height or relationships with adjacent zones. Any existing encroachments into the setbacks would be allowed to remain. Landscaping would be provided within setback areas.

 EXISTING BUILDINGS

1. 1910 Bldg & Boiler
2. West Tower
3. East Wing
4. Admin Wing
5. Annex
6. Center Bldg
7. Providence Professional Bldg
8. Parking Garage
9. Hope Heart Institute
10. Jefferson Medical Office Tower
11. Materials Mgmt

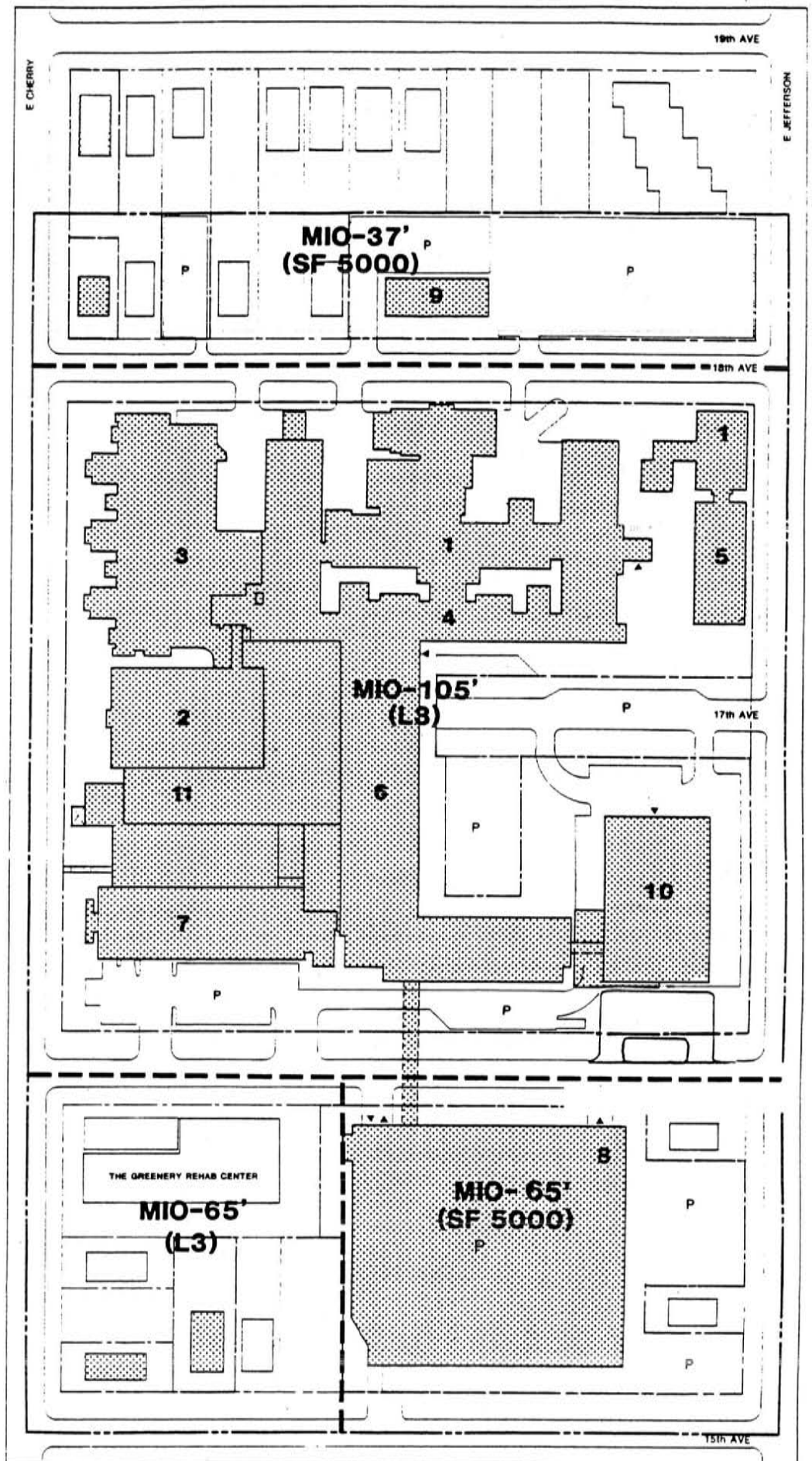
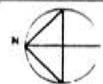
MIO Major Institution Overlay District

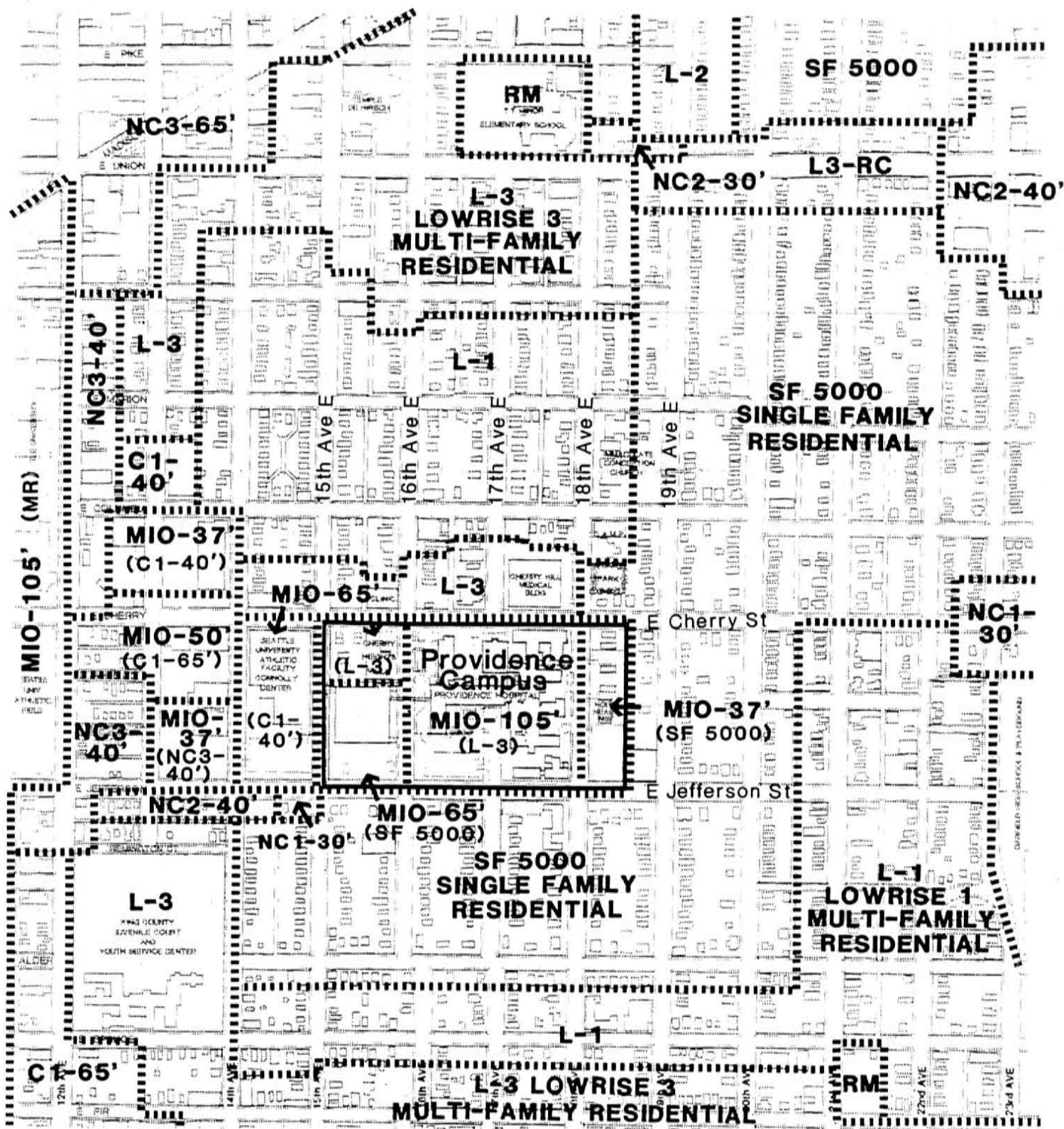
() Underlying Zoning

--- MIO Boundary

P Existing Parking

Figure 7
Existing Zoning



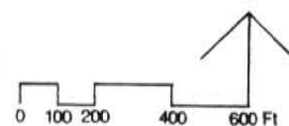


LEGEND:

— Major Institutions Boundary

Height Limits: L-1 & 2: 25', L-3: 30'

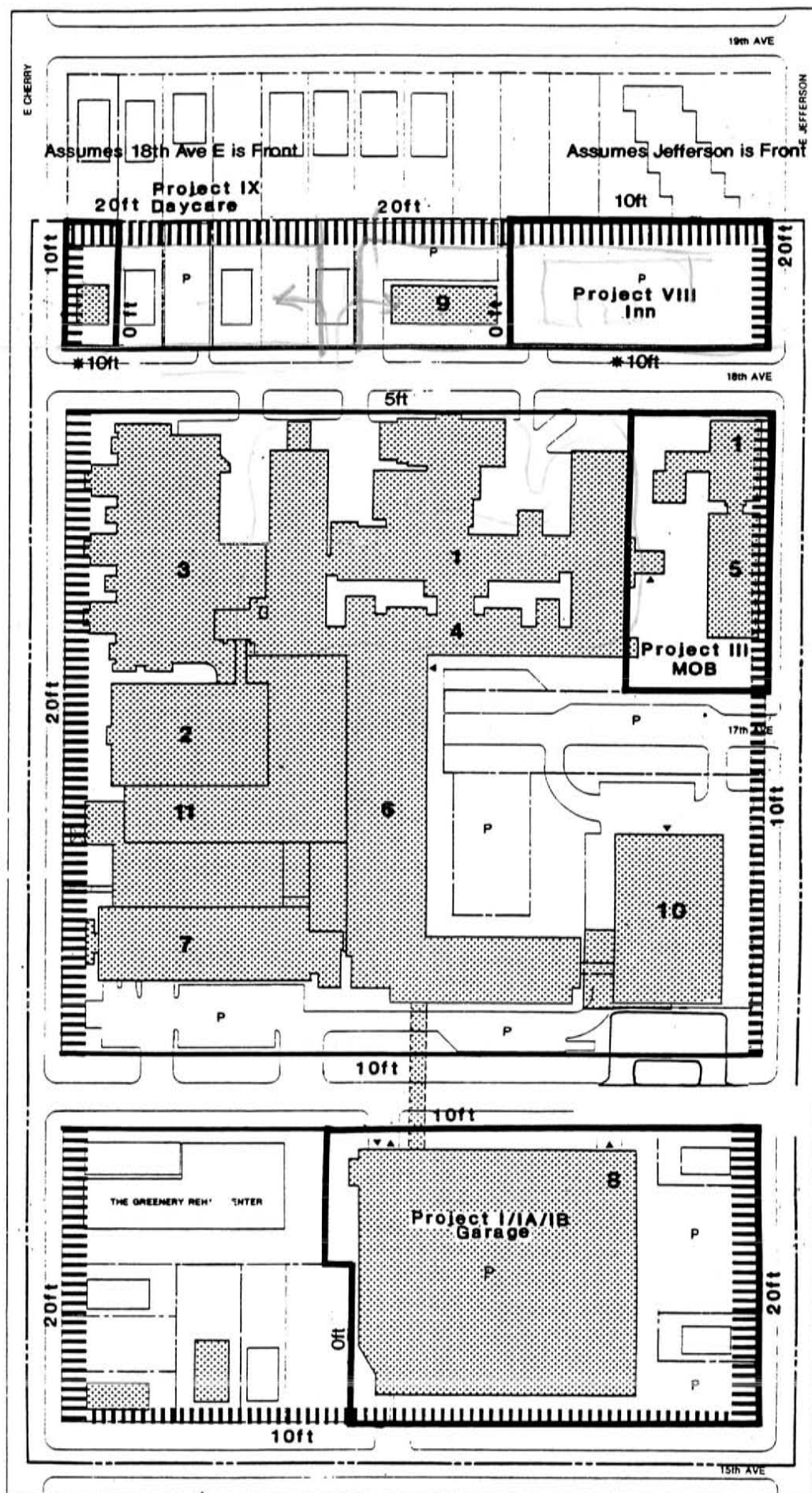
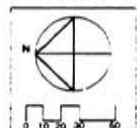
Figure 8
Surrounding Zoning



- * **Setback May be Reduced to 5' if Providence Acquires the Existing Single-Family Properties and Develops Along the Street Under Alternative 2B**

**NOTE: All Internal Setbacks
are Approved at
0 Feet**

Figure 9 Approved Setbacks



Conditions Imposed by City Council:

The requested 5 foot setback on the west side of 18th is approved, but the required 10 foot setback on the east side of 18th shall be maintained. This setback may be reduced to 5 feet if Providence acquires the existing single-family properties and development along the street under Alternative 2B. Internal setbacks of 0 feet for the parking garage, Gym/Inn, and Child Care Center are permitted. (Council Condition 4)

The 10 foot setback along East Cherry Street for the Child Care Center and the 20 foot setback along East Jefferson Street for the Gym/Inn shall be heavily landscaped as a condition of issuance of the MUPs for these projects. (Council Condition 6)

For additional setback requirements see individual projects.

Height

Approved height standards are shown in Figure 10. Three height districts are included within the MIO District. The height limits of the underlying zoning have been modified to coincide with the MIO height limits as follows. The block bounded by 15th and 16th Avenues and East Cherry and East Jefferson Streets will have a maximum structure height of 65 feet. The southwest portion of this area has been rezoned to have a 65 foot MIO height limit. The central campus, bounded by 16th and 18th Avenues and East Cherry and East Jefferson Streets would have an MIO height limit of 105 feet. Finally, the half-block bordered by 18th Avenue and to mid-block of lot lines and East Cherry and East Jefferson Streets would have a height limit of 37 feet. Heights would be measured using an average grade technique. Customary code exceptions from rooftop features would apply.

Lot Coverage

The total future Providence site area would amount to 550,600 square feet. The master plan projects would result in an additional lot coverage of about 62,400 square feet, accounting for the fact that some existing structures would be demolished. Lot coverage is summarized in Table 5.

**Table 5
Approved Lot Coverage**

<u>Approved Site Area</u>	<u>Approved Structure Lot Coverage</u>	<u>Approved % Lot Coverage</u>
550,600	318,504	65%

Since projects have not yet been designed, the exact building structure "footprints" and resulting lot coverage is not known. The estimated lot coverage will likely change as the projects are defined. The approved maximum lot coverage development standard for Providence is 65%. The basis for this calculation is the entire Providence campus and not for individual projects/site.

1. 1910 Bldg & Boiler
 2. West Tower
 3. East Wing
 4. Admin Wing
 5. Annex
 6. Center Bldg
 7. Providence Professional Bldg
 8. Parking Garage
 9. Hope Heart Institute
 10. Jefferson Medical Office Tower
 11. Materials Mgmt
- P Existing Parking

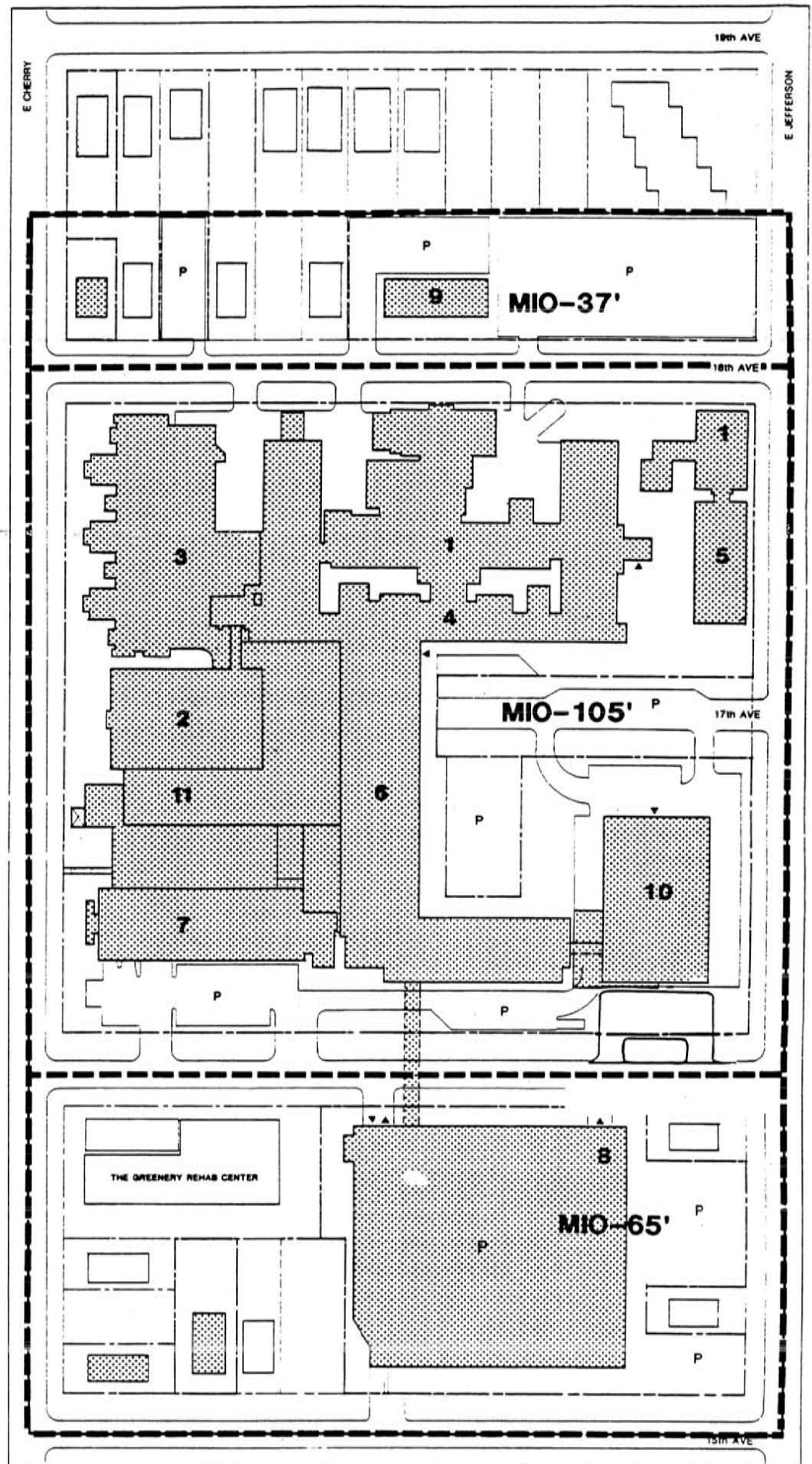


Figure 10
Approved Height
Standards

Density

Table 6 summarizes approved Providence densities.

Both the existing and the MIMP site areas are approximate. For FAR calculation purposes, parking is excluded. Parking is an accessory use serving the institutional functions and is excluded from density calculations. The MIMP site area (and some of the garage building area) is dependent on private property acquisition of two lots. The approved building areas will likely change as projects are architecturally programmed and designed. Since flexibility is required by Providence, a density standard was approved somewhat higher than calculated. A maximum density development standard of FAR 2.3 was approved. This amounts to + 0.3 FAR and about + 139,000 square feet of building area. The basis for the density calculation is the entire Providence campus and not individual projects/sites.

Table 6
Approved Density

<u>Existing Site Area</u>	<u>Existing Building Area</u>	<u>Existing Building Area for FAR Calculation *</u>	<u>Existing FAR</u>	<u>Site Area</u>	<u>Approved Building Area for Calculation **</u>	<u>Approved FAR</u>
540,800	1,042,211	814,420	1.5	550,600	1,126,920	2.0***

* Excludes existing garage area of 227,791 square feet.

** Excludes existing garage (227,791 sf) and approved garage additions of 189,000 square feet (Projects IA-IB) and 63,000 square feet (Project IV).

*** A density development standard of a maximum Providence campus FAR of 2.3 was approved. The standard exceeds the approved project FAR of 2.0 due to uncertainty in the projects and the need for flexibility.

Landscaping

Landscaping is planned throughout the campus and within setbacks. Street trees may also be provided. Trees, shrubs, groundcover, grass, and flowers would reinforce the open space concept and existing vegetation. Landscape plans are to be prepared with each development project and would specify the specific landscape elements.

Please see the following open space section for conditions on landscaping.

Open Space

The existing landscaped open space area of the Providence campus was estimated. It was defined to include lawns, groundcover, patios/courtyards, and tree plantings. The area is mostly impervious surfaces. Paved areas that are open, such as parking lots, private streets, service areas, and sidewalks were not included. Table 7 summarizes a comparison of existing and approved landscaped open space. Currently this amounts to about 77,000 square feet of land area or 14% of the total Providence campus. The approved development would affect the amount and location of landscaped open space. In the future, with completion of the Master Plan projects, the landscaped open space area amount approved is 10% of the total site. Since the landscaped open space plan is conceptual, the actual designed landscaped open spaces will likely differ in detail, but be consistent with the overall concept. The concept envisions places to eat lunch outdoors, flowering plants all year, overlooks and plantings consistent with the residential neighborhood.

Table 7
Approved Landscaped Open Space

<u>Existing Site Area</u>	<u>Existing Landscaped Open Space Area</u>	<u>Existing Percent</u>	<u>Site Area</u>	<u>Approved Landscaped Open Space Minimum</u>	<u>Percent</u>
540,800	77,000 sf	14%	550,600 sf	55,600 sf	10%

A portion of this landscaped open space includes a screening area around the campus property edges. A total property perimeter length of currently owned Providence land is estimated as 6,248 feet. The equivalent of a 3-foot wide strip of land for landscaped open space would amount to a total area of about 18,744 square feet. This area represents 3.5% of the total existing Providence-owned property. This landscaped open area reflects the urbanized character of the Providence campus.

The landscaped open space development standard for Providence that has been approved is a minimum of 10% of the total property area. It would consist of the various elements shown in the open space concept plan (see Section II.E.). The specific open space and screening standards of the underlying zones are changed to this standard that is tailored to Providence. Flexibility is required in the future when individual projects are designed. The landscaped open space percentage applies to the entire Providence campus and not to individual sites/projects.

Conditions Imposed by City Council:

In conjunction with each phase of development that reduces open space on the campus, the quality of landscaping in remaining open space areas shall be increased. This shall be accomplished by increasing the quality of landscaping in a remaining open space equal in size to the size of the open space being reduced in a particular phase of development. Where feasible, the additional landscaping shall be installed in the setback areas around the perimeter of the campus. Safety shall be a consideration in the design and maintenance of all open space and landscaped areas. The total amount of open space on the Providence campus shall be no less than 10%. (*Council Condition 1*)

Rezone

The block bounded by 15th and 16th Avenues and East Cherry and East Jefferson Streets previously had two MIO height designations. The northern portion of the block with underlying L-3 zoning is MIO 65 feet. The southern portion of the block with underlying SF 5000 zoning was MIO 37 feet. Rezone approval has been granted to designate the entire block MIO 65 feet.

**IV. APPROVED
TRANSPORTATION MANAGEMENT PROGRAM
COMPONENT**

A. EXISTING AND APPROVED PARKING AND CIRCULATION

Existing Parking

Existing parking supply in the vicinity of Providence Medical Center includes approximately 1,970 parking spaces. This includes 939 on-street parking spaces and 1,031 off-street parking spaces. Approximately 179 on-street parking spaces are located within the boundaries or on streets that border the hospital campus. This area includes 15th, 16th, 17th, and 18th Avenues between East Cherry Street and East Jefferson Street, and East Cherry Street and East Jefferson street between 15th Avenue and 18th Avenue. The on-street parking spaces were found to be fully utilized during the a.m. and p.m. peak periods in this area.

Off-street parking at Providence Medical Center is provided at several locations throughout the hospital campus. The parking garage, which is the largest facility controlled by the hospital, consists of 724 parking spaces. The garage operates in the 90% to 100% of capacity range during the a.m. and p.m. peak periods.

Approval has been granted to increase the parking supply through implementation of the Master Plan project phases. Completion of the Master Plan would include the following changes in parking supply by phase.

- ♦ Phase I: Expansion of the parking garage would add an additional 706 parking spaces to the garage and eliminate 39 existing surface parking spaces for a net increase of 667 spaces.
- ♦ Phase II: Construction of the Family Medical Center would include the addition of ten temporary parking spaces.
- ♦ Phase IV: Construction of the D & T/Entry would include 180 new parking spaces and the demolition of 61 spaces. This would result in a net increase of 119 parking spaces.
- ♦ Phase V: Demolition of 25 spaces in the existing Providence Professional Building.
- ♦ Phase VII: Construction of 30 new below-grade parking spaces and demolition of 107 existing surface parking spaces. This would result in a net decrease of 77 parking spaces.

The net result of new parking construction, replacement, and demolition would be 694 spaces. When added to the existing 1,031 off-street parking spaces, the total parking supply would be 1,725 spaces.

391
2,006

The Seattle Land Use and Zoning Code establishes minimum/maximum parking requirements for major institutions. These requirements are determined for various uses, including long-term parking, short-term parking, auditorium, and bicycle parking. Under existing conditions, the minimum/maximum parking requirement for PMC is 1,152/1,555, respectively. Thus, the existing minimum parking required by code exceeds the off-street parking supply of 1,031 by 121 spaces. Completion of Master Plan Phases I through IV by the year 2002 would increase the parking supply to 1,827 spaces. The Seattle Land Use and Zoning Code requirement for 2002 is projected at 1,481/1,999 spaces; therefore, the parking supply would exceed the minimum parking requirement by 346 spaces. Completion of Master Plan Phases V through IX by the year 2007 would result in a decrease in the parking supply from 1,827 in 2002 to 1,725. This decrease results from the displacement of 132 parking spaces and the construction of 30 spaces for a net reduction of 102 spaces. The Seattle Land Use and Zoning Code parking requirements at completion of the Master Plan in 2007 are 1,540/2,079 spaces; therefore, the parking supply would exceed the minimum parking requirement by 185 spaces and would also be less than the maximum code requirement by 354 spaces.

The development in this MIMP would not cause any substantial modifications to the existing site access and internal circulation systems; however, there are some differences that primarily relate to new parking supply locations. The primary Providence entry/exit location would continue to be from 17th Avenue just north of East Jefferson Street. This access would become a more prominent location because of the approved increase in 119 parking spaces that would be provided in this area. Similarly, since the parking garage would contain 706 additional spaces, the traffic circulation activity would increase on 16th Avenue between East Jefferson Street and East Cherry Street. Circulation activity at the parking facility located in the northeast corner of the 18th Avenue/East Jefferson Street intersection would decrease because of the net loss of 77 spaces. Access to the approved 30 below-grade parking spaces for the new Providence Inn would occur from 18th Avenue.

Please see Section II.B.I. and II.C. for conditions on parking and circulation.

B. APPROVED TRANSPORTATION MANAGEMENT PROGRAM

Attached is the approved Transportation Management Program (TMP), which would replace the existing TMP. The approved TMP is consistent with the required format and contents established by DCLU Director's Rule 4-91 and SED Director's Rule 91-5, effective 12/2/91.

COPY RECEIVED

JAN 13 1995

KC RECORDS

PROVIDENCE MEDICAL CENTER

TRANSPORTATION MANAGEMENT PROGRAM

COPY RECEIVED

MEMORANDUM OF AGREEMENT JAN 13 1995

KC RECORDS

INTENT

The intent of this Transportation Management Program (TMP) is to reduce impacts to the environment, such as air quality degradation and traffic congestion, resulting from Building Employees commuting to Providence Medical Center main campus ("Providence") in single occupancy vehicles (SOV). Mitigation of these impacts will be accomplished by consolidating commuter trips into fewer vehicles, thereby reducing the number of automobiles driven to Providence. Trip consolidation will be accomplished by the institution providing incentives for use of High Occupancy Vehicle alternatives such as transit, carpooling and vanpooling.

EFFECT OF THIS AGREEMENT

This Agreement supersedes the prior July 1986 Memorandum of Agreement between the parties.

PARTIES TO THIS AGREEMENT

The parties to this Agreement are Providence, the Proponent; the City of Seattle [Seattle Engineering Department (SED) and the Department of Construction and Land Use (DCLU)], and the King County Department of Metropolitan Services (Metro).

AUTHORITY

This TMP is established by City Council Ordinance No. 117238 dated July 25, 1994 as a requirement of Providence Medical Center Master Plan approval, and pursuant to Seattle Municipal Code ("SMC") 23.54.016 and the State Environmental Policy Act (SEPA). This Memorandum of Agreement shall be for the properties and buildings at 500 - 17th Avenue, legally described in Attachment B (the "Property").

PROGRAM GOAL

The goal of this TMP is to reduce the number of commuter trips in Building Employee SOV to Providence to fifty percent (50%) of the total number of weekday peak period (3 p.m. to 6 p.m.) commuter

trips, excluding Building Employees whose work requires the use of a private automobile during working hours.

PROGRAM ELEMENTS

The elements and definitions of the Providence TMP are consistent with those described in SMC 23.54.016 and Director's Rule 4-91.

STANDARD IMPLEMENTATION REQUIREMENTS

All of the Standard Implementation Requirements listed in Director's Rule 4-91 shall apply to this TMP.

ADDITIONAL PROGRAM REQUIREMENTS

In addition to the Standard Implementation Requirements set forth in Director's Rule 4-91, the following are the Additional Program Requirements of this TMP. No further additional requirements shall apply except as modified by all parties to this Agreement in response to the evaluation procedure.

1. Establish and continuously maintain for the duration of this Agreement a Building Transportation Coordinator (BTC) to implement this TMP. The initial BTC will be Karen Lee Kimber.
2. Provide on request to all Providence employees a transit pass to commute to work at a minimum 50% discount of the peak hour rate or the maximum allowed for a Federal subsidy (whichever is lower). Provide vanpool participants a fare subsidy equivalent to the transit subsidy.
3. Provide parking in a preferential location for carpools or vanpools. Carpools of two (2) people shall receive a parking discount equal to at least fifty percent (50%) of the lowest monthly parking rate charged for a parking space on campus. Carpools of three (3) or more and vanpools shall park on campus at no charge.
4. Provide off-street parking for Providence employees commuting in SOV's at a monthly parking fee equal to or greater than the then current public transit authority's market rate for peak period one-zone transit passes.
5. Continue to provide weather-protected, secure bicycle racks at no charge to Providence Building Employees at a preferred location on campus. The design of any additional or new bicycle racks shall be consistent with guidelines provided by the Seattle Engineering Department Bicycle Coordinator. Bicycle parking shall be out of major pedestrian pathways.

6. Pay the costs for Residential Parking Zone (RPZ) stickers for residents residing in the vicinity of Providence and directly impacted by Providence, and pay a portion of the cost for RPZ's for those areas impacted by Providence, Seattle University and other employers, up to a maximum of one (1) sticker for each adult automobile driver residing in a residential unit in said area and one visitor sticker per residential unit. Providence shall not provide Providence employees with RPZ stickers unless the employees are residents within the Providence boundaries or within the area of the RPZ. Attachment C shows the existing area in which Providence is currently paying for RPZ stickers.

7. Encourage and support alternative work schedules including flex time, compressed work weeks and staggered work hours to reduce the amount of traffic generated by Building Employees during peak commute hours of the day, to the extent possible without compromising institutional service requirements.

MODIFICATION OF INCENTIVES

Providence, DCLU or SED may initiate proposals to modify the Additional Program Requirements of this TMP if one or more of, but not limited to, the following conditions occur. The modification will only take effect upon approval by DCLU. (1) If there is a decrease in the level of Metro public transit service (from the level of service being provided as of the date of this Agreement) to Providence and the Central Area, including the failure to provide service from the eastside; or (2) if sufficient capacity is not provided in Park and Ride facilities; or (3) if survey results at any time 6 months or more after execution of this Agreement demonstrate that Providence and/or affiliated organizations leasing space are achieving the Program Goal, then incentives may be decreased by amending this Agreement, provided SOV trips do not exceed the maximum of 50% (as adjusted as provided herein) of commute trips, excluding trips by exempt employees, to Providence.

EVALUATION

The evaluation of this TMP shall be in accordance with the evaluation procedures outlined in Director's Rule 4-91. The first evaluation shall take place two years following execution of this Agreement.

ATTACHMENTS

There are three attachments to this Agreement which are incorporated herein by this reference. They are Attachment A: Director's Rule 4-91; Attachment B: Legal description of the

properties and buildings known as Providence Medical Center; and Attachment C: Map showing area in which Providence is paying for RPZ stickers.

Signed for:

(1) PROVIDENCE MEDICAL CENTER

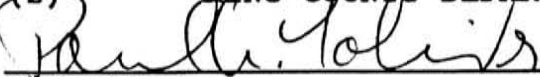

Signature

DAVID BARES
Type or Print Name

10/13/94
Date

CHIEF FINANCIAL OFFICER
Title

(2) KING COUNTY DEPARTMENT OF METROPOLITAN SERVICES


Signature

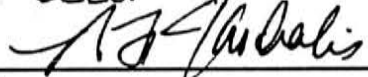
PAUL A. TOLIVER
Type or Print Name

1/9/95
Date

Director of Transit
Title

(3) THE CITY OF SEATTLE

a. DCLU

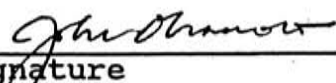

Signature

R. F. Krochalis
Type or Print Name

11/3/94
Date

Director of DCLU
Title

b. SED


Signature

John Olcanich
Type or Print name

12/19/94
Date

Director
Title

DCLU

DCLU Director's Rule 4-91

SED Director's Rule 91-5

Applicant CITY OF SEATTLE DEPARTMENT OF CONSTRUCTION AND LAND USE	Page of 1 15 Publication 07/01/91	Supersedes SED 88-1 DCLU 24-88 Effective 12/02/91
Subject TRANSPORTATION MANAGEMENT PROGRAMS	Code and Section Reference 25.05; 23.44; 22.M; 23.45.122.D; 23.48.18.C 23.49.16.B Type of Rule Code Interpretation Ordinance Authority 3.06.040 SMC	
Index Land Use Codes/Environmental	Approved DCLU Date Dennis J. McEwan 11/27/91 Approved SED Date [Signature] 11/28/91	

Purpose

This Rule establishes the contents and procedures for Transportation Management Plans which are required in conjunction with development proposals.

Background

Seattle SEPA Ordinance, Chapter 25.05, Seattle Municipal Code (SMC) authorizes the Department of Construction and Land Use (DCLU) to grant, condition or deny construction and use permit applications for public or private proposal which are subject to environmental review. This authority must be exercised based on adopted City policies, plans, rules or regulations set forth in Chapter 25.05, SMC.

Adverse traffic or parking impacts associated either with a single development or cumulatively associated with prior, simultaneous, or induced future development, may be identified in the course of environmental review. Reasonable mitigation may be accomplished by requiring, among other things, a transportation management plan (TMP). The SEPA authority for this requirement is found in SMC Section 25.05.675: (B) Construction Impacts, (M) Parking, (R) Traffic and Transportation, and Section 25.05.670, Cumulative Effects Policy.

- Site Improvements (carpool/vanpool parking, bicycle parking, etc.) as required by the Land Use Code

Note: Minor institutions and residential developments may only be required to provide one or more of these components.

C. Discretionary Program Requirements composed of one or more of the following:

- Discounted carpool/vanpool parking
- Transit subsidy or discount
- Increased SOV parking rates
- Rideshare bonuses
- Vanpool sponsorship and subsidies
- Preferential parking location for HOVs
- Alternative working schedules
- Subscription bus service
- Shuttle services
- Telecommuting programs
- Reduction of SOV parking supply
- Fleetpools
- Residential parking zones
- Additional site improvements
- Off-site mitigation
- Guaranteed Ride Home programs
- Shower/locker room facilities
- On-site bicycle training programs
(including bicycle education, etc.)
to reduce SOV trips
- Coordination of ridesharing
programs with other employers
- Other similar programs to reduce SOV trips

D. Evaluation Criteria

Condition(s) imposing TMPs shall include a mandatory goal based either on adopted performance standards, if applicable, or on a level of mitigation established in the respective environmental document (DNS, EIS, MDNS). In most cases the goal will be expressed as a maximum number of daily single occupancy vehicle trips; but may be modified in the condition to be expressed in terms of another measurable standard, including but not limited to maximum peak hour vehicle trips, maximum overflow parking, or maximum number of employee vehicle trips. The Director may require that the goal be phased in over time to take into account initial occupancy and site development. The Director may choose not to impose a specific goal for a TMP where the project involves minor institutions, residential projects, projects which do not establish a specific level of mitigation in an environmental document, or where imposition of a specific goal is not practical or would not further mitigate environmental impacts.

Director, the Director's decision shall state which TMP components are required.

Major Institutions

All expanding Major Institutions (as defined in SMC 23.84.025) are required to provide TMPs. They shall be subject to all the requirements of this rule except that program elements (as set forward in sections I.B and I.C) shall be consistent with Seattle Municipal Code 23.54.016 C. TMPs resulting from Master Plans shall be established in the City Council approval.

Cumulative TMPs

Pursuant to the SEPA Cumulative Effects policy (SMC 25.05.670), individual projects may be required to participate with other known or future developments in cumulative TMPs. Such programs may be required to develop joint marketing, promotion, communication, program development and monitoring efforts. Conditions for cumulative TMPs should establish the roles and responsibilities of TMP participants.

II. TMP Acknowledgment

Prior to issuance of a Master Use Permit for any project requiring a TMP including minor institutions, the applicant and current property owner(s) shall record an acknowledgment of the permit conditions in a form acceptable to DCLU with the King County Recorder (see attachment A). A copy of the recorded document, showing the recording number, shall be filed with DCLU prior to permit issuance. The Director may substitute a memorandum of agreement for the acknowledgment for major institutions and other sufficiently complex Transportation Management Programs. The acknowledgment may be waived by the Director where preparation of the document is not reasonable or for institutions where the TMP measures are fundamental part of the institution's operation.

III. Standard Implementation Requirements

A. Building or Institution Transportation Coordinator (BTC)

The Building or Institution Transportation Coordinator (BTC) shall be appointed by the building or institution owner(s) and/or responsible party(s) prior to issuance of the Certificate of Occupancy. The BTC shall be responsible for accomplishing program goals. The BTC shall be available to building employees/tenants during normal business hours. The BTC may or may not be housed on site, but shall be available on site during normal business hours to assist employees and promote the TMP. The BTC shall have a clearly identified on-site work station and telephone listing that are accessible to all employees.

or institution employees. Refreshments or some other incentive for attendance shall be provided.

3. Centralized Major Event

A centralized major event is a staffed promotion conducted for a minimum of four hours for employees of an institution or multi-building development. One may be required for institutions (including major institutions) or where two or more buildings in a single development are located in the same geographic area. Centralized events are preferred to individual events held by each building. Location, information and refreshments or some other incentive for attendance shall be similar to those provided for a four-hour staffed event.

The BTC shall organize and staff promotional events.

The owner(s) and/or responsible party(s) shall finance the event, including cost of materials, facilities, and refreshments and other incentives for attendance.

Metro shall provide planning and staff support, generic marketing materials and the destination brochure (and updates) for the building.

SED shall provide planning and staff support and certain marketing materials it deems appropriate.

C. Commuter Information Center (CIC)

A CIC is a transportation information display in a free-standing, wall-mounted, or kiosk configuration which provides rideshare and transit service information including a destination brochure, targeted specifically to the commuter market. The CIC shall be located in a prominent location, typically in the lobby of a building, or in the employee cafeteria if the building has no lobby or the building limits access to the building for security reasons. The CIC shall be required to be in place prior to issuance of a final certificate of occupancy.

SED shall specify the details of the CIC requirement in consultation with DCLU and Metro, but may be designed to be consistent with the building design.

The BTC shall keep the CIC stocked with transit/ridesharing information.

The building owner(s) and/or responsible party(s) shall construct the CIC according to Metro specifications, shall locate the CIC in a prominent place and shall maintain the CIC in good condition.

SED shall maintain a stock of ridematch applications and may provide the applications with survey forms.

F. Employee Mode Split Survey

An employee travel-mode survey may be required by the Director no more than every two years to determine travel behaviors, determine mode split, and verify effectiveness of the TMP. The survey returns shall represent a stratified sample of the employee population and meet a 95% statistical confidence level. Analysis of survey data and reporting of findings shall be prepared according to SED and DCLU specifications.

The owner(s) and/or responsible party(s) shall pay for the employee survey.

The BTC shall coordinate and conduct the survey of employees commuting to the building, including distribution and collection of survey form and tabulation of survey results. The BTC shall promptly report survey findings to SED. Alternatively, DCLU may require that independent surveys be conducted with results provided directly to DCLU. Any independent surveys shall be paid for by the building owner and/or responsible party.

SED shall provide a copy of the survey form and standards for the survey. SED shall analyze survey data and calculate progress being made to accomplish TMP goals. SED shall report survey findings to DCLU, Metro and the owner(s) and/or responsible party(s).

Metro may provide analytical assistance to SED as necessary.

G. Building Occupancy Survey

The Director may require a survey or other documentation of building occupancy from the building operator at any time. The information may be used to verify actual building occupancy in order to determine compliance with TMP standards.

H. Reporting

Quarterly reports shall be prepared and submitted to SED. The report shall include information about numbers of operating carpools and vanpools, number (including a breakdown of type of pass sold) of transit passes whether provided by the building owner or purchased independently by employees, success in achieving TMP SOV goals, and implementation of mitigation strategies. The Director may also require the number of people bicycling and walking to be reported. Reporting forms will be provided by SED. Reports shall include parking rate information and shall identify the lowest parking rate charged to any tenant. The quarterly reports shall be consolidated annually and analyzed and evaluated every two years.

Building or Institution Transportation Coordinator

This position is responsible for implementation and administration of the Transportation Management Plan (TMP) within the building or throughout an entire institution. The BTC position description is included as Attachment B. The BTC may delegate responsibility to staff, and will be available during normal business hours on site to assist employees and promote the TMP.

Building Occupancy Survey

A survey provided by building or institution management of actual building occupancy, often broken down by time of day.

Carpool

Any vehicle certified by the Engineering Department and containing at least two people, one of whom is employed in the project building and who commute together at least four days a week. The number of people necessary to comprise a carpool may be changed by the Director in permit condition(s).

Carpool Parking Discounts

Monthly parking fee charged to Certified Carpools which has been discounted from the lowest monthly fee charged to any building tenant for the type of parking space the carpool vehicle uses.

Carpool Set Aside Spaces

Space reserved for exclusive use by certified building carpools between the hours of 7:00 and 10:00 a.m. Carpool spaces shall be clearly identified by signs. If all spaces have not been taken by carpools by 10:00 a.m., they may be used as short-term parking. If at the end of the first program year the carpool goals are not being met, the rate for the carpool space will be discounted by 50% of the lowest monthly rate charged to any tenant for certified building carpools.

Commuter Information Center (CIC)

A permanent, highly visible, on-site display of the array of available commute modes. The CIC holds information about ridesharing (carpools, vanpools); Metro Transit travel; alternative work hours and other information related to ridesharing.

DNS

A Determination of Non-Significance, which does not result in preparation of an Environmental Impact Statement (Section 25.05.310 and 25.05.340 SMC)

Other Trips

Any mode of travel to and from work which is not an SOV or HOV, including but not limited to walking, bicycling, ferry, motorcycles, and drop-offs from a vehicle continuing through the Central Business District.

Preferential Parking Allocation

Designation of accessory parking such that parking for HOVs and other travel modes (vans, carpools, bicycles, etc.), is more convenient than parking for SOVs. This could include use of covered parking and proximity to building access.

Project Building

The building and/or project (including one or more buildings) which is subject to the condition imposing the TMP.

Promotional Events

Specific site events designed to educate and inform employees or residents of available commute options and HOV incentives. Promotional events could include commute fairs, inclusion of rideshare information in new employee or resident orientation, or distribution of promotional brochures and information.

Residential Parking Zones

A City-approved street designation and permit system limiting on-street parking by non-residents. Development participation could include funding initial studies, initial program set-up, and annual permit costs.

Ridematch Opportunities

A carpool, vanpool, and custom bus matching service provided by Metro. Individuals volunteer to be matched with others having similar commute tri origins, destinations, and schedules.

Rideshare Bonuses

Financial or other bonuses provided on a monthly or other basis to employees who use one or more non-SOV travel modes.

Shower/Locker Room Facilities

On-site facilities or access to nearby facilities which allow bicycle and walking commuters to shower and change clothes.

Vanpool Participant

A commuter who travels to and from his/her home to the project building at least four days a week in a designated vanpool. The participant shall be employed at the project building to be eligible for fare discount offered under any terms of this agreement.

Vanpool Sponsorship and Subsidies

Participation to fund all or portions of vanpool acquisition, operation, and ridership costs.

JTD/tmprule

Attachment B

PROVIDENCE MEDICAL CENTER

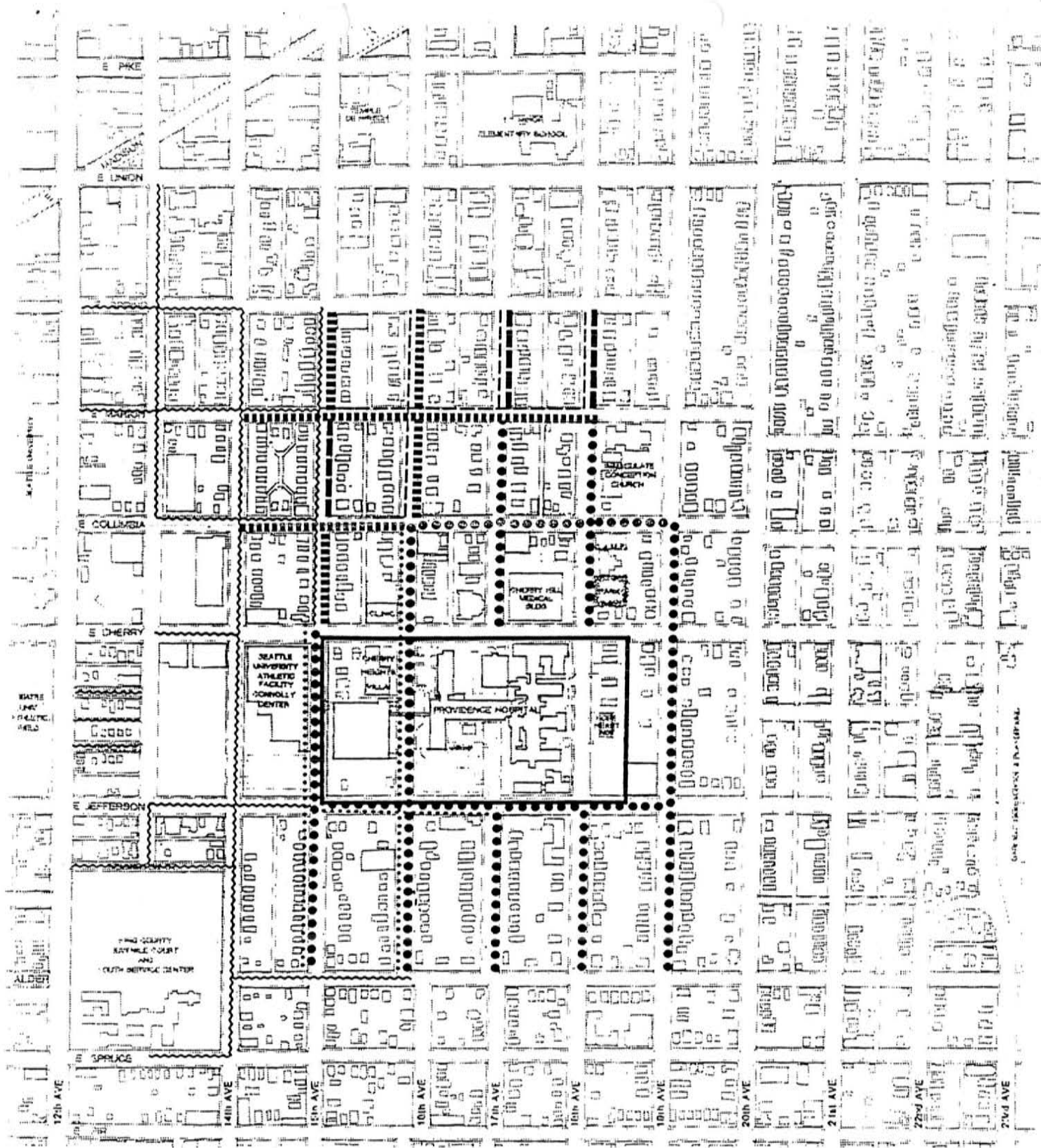
LEGAL DESCRIPTION

Those portions of Blocks 2 through 5, Squire Park Addition to the City of Seattle, as recorded in Volume 8 of Plats, page 6, records of King County, Washington, described as follows:

Block 2: Lot 7, Lots 11 through 19; the southerly 5 feet of Lots 4, 5 and 6; the northerly 47 feet of Lots 5 and 6; and that portion of Lot 4 westerly of a line running from a point 5 feet east of the northwest corner of Lot 4 to a point 10 feet east of the westerly lot line of the northerly 47 feet of Lot 4; and

All of Blocks 3 and 4, together with vacated 17th Avenue adjacent thereto; and

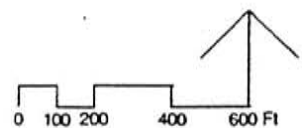
Block 5: Lots 6 and 7; the southerly 1/2 of Lot 10; Lots 11 through 17; Lots 19 through 21; Lots 23 through 29; the southerly 8 feet of Lots 4 and 5; and the westerly 16 feet of the northerly 92 feet of Lot 5.



LEGEND:

- Major Institutions Boundary
- ... Existing RPZ
- - - Qualify - Need Petitions
- Qualify - With Petitions
- ~~~~~ Seattle University
- - - Providence Medical Center
- ... Seattle University and Providence Medical Center

Attachment C
Providence Residential Parking Zones (RPZ)



**V. ADDITIONAL
CITY COUNCIL
CONDITIONS**

Providence shall demonstrate that new Buildings III, VI, VII, and VIII interpret design features of the 1910 Building, and that all new buildings incorporate design features of structures in adjoining neighborhoods to the extent possible. New buildings shall have the same design theme, with similar color schemes and materials wherever possible. For corners of the campus at public rights-of-way where new development is proposed, building designs and plantings shall emphasize both the corner and the Providence campus. *(Council Condition 2)*

To mitigate for potential height, bulk and scale impacts on surrounding residential properties, Providence shall seek input from the neighbors and from the Master Plan Standing Committee, regarding design of buildings adjoining residential neighborhoods, including, but not limited to, the Parking Garage (Project IB), the MOB (Project III), the East Wing Addition (Project VII), the Gym/Inn (Project VIII), and the Child Care Center (Project IX). The process for obtaining comment shall be subject to review by the Master Plan Advisory Committee and shall be approved by DCLU. Neighborhood review shall be guided by the Agreement for Supplemental Mitigation between Providence and the Squire Park Community Council. *(Council Condition 3)*

DURING MASTER USE PERMIT PROCESS

No flat or unmodulated blank facades, particularly at street level, shall be incorporated into the new buildings. *(Council Condition 7)*

Mechanical penthouses and other similar rooftop features shall be incorporated into the overall building design, be visually obscured, and, to the extent possible, oriented away from nearby residential uses. *(Council Condition 8)*

Providence shall be assessed 2.2% of the cost of the 6th/James intersection improvements. The actual dollar amount shall be determined by SED. *(Council Condition 17)*

Providence shall provide documentation to DCLU that buildings will not cause significant adverse lighting impacts. Plans for each new project shall indicate the location, direction, and intensity of proposed exterior lighting. Buildings shall be designed to shield or direct exterior lights away from light-sensitive structures, including nearby residences. Providence shall demonstrate that lights inside the parking garage (Project IB) will be screened from view to prevent light spill outside of the building. Screening shall be accomplished through the use of baffles, directional lighting or any other features. *(Council Condition 18)*

Providence shall provide evidence to DCLU that buildings will not cause adverse glare impacts. Finishes and windows on new building shall be of a low-reflectivity or non-reflective color or tint. Other methods to avoid glare impacts, such as using recessed windows, retaining vegetation, changing the angle of glass panes shall be used as necessary. *(Council Condition 19)*

A noise analysis shall be submitted with each MUP for projects adjoining residential property. In general, noise-producing mechanical equipment shall be located away from residential properties. The noise study shall demonstrate that continuously generated noise levels from mechanical equipment associated with new buildings will meet Seattle Noise Ordinance standards for residential receiving properties. *(Council Condition 20)*

Providence shall coordinate with City Light on changes or expansions to electrical service to facilitate development of infrastructure to meet demand. Providence shall coordinate with the Customer Service Division as plans for demolition and construction are developed. *(Council Condition 22)*

Providence shall work with the Police Department to incorporate Crime Prevention through Environmental Design techniques into the design of each building. *(Council Condition 23)*

PRIOR TO ISSUANCE OF A BUILDING PERMIT

Areas for recycling bottles, cans, paper, and plastic shall be included in each new buildings. Signs shall be posted to indicate availability of the recycling area to visitors and employees. Recycling areas shall be located to minimize adverse visual impact, noise, and odors. Location of each recycling area and sign wording and location shall be subject to review by DCLU. *(Council Condition 24)*

DURING CONSTRUCTION

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. 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). *(Council Condition 25)*

Construction hours (to include both demolition and construction activities) shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This limitation is subject to minor revisions at the discretion of DCLU to allow work of an emergency nature, work required obstruction of street rights-of-way, and minor, usually interior work, of low noise impact. *(Council Condition 26)*

A noise consultant shall be retained to measure construction and mechanical system noises generated by each project adjoining residential property. Measurements shall be taken from receiving properties. If applicable noise levels are exceeded, a variance shall be obtained, or noise reduction methods shall be promptly applied to bring noise levels within Code limits. Construction noise and vibration impacts shall be minimized by shielding noise equipment, avoid excessive idling, locating equipment away from sensitive receivers such as residential uses, and adequate muffling of equipment; scheduling particularly noisy operations to avoid conflicts; providing acoustical screens or enclosures where necessary; assembling building components off-site to the greatest extent possible; identifying a 24-hour contact person to receive noise complaints; and, coordinating construction mitigation. *(Council Condition 27)*

Whenever possible, special measures for noise control of unusually loud equipment or activities shall be used during construction. This equipment shall include special mufflers for machine engine exhausts or air powered equipment and acoustical screens or enclosures to be used as needed. *(Council Condition 28)*

Providence shall use the newest equipment available and shall keep construction equipment in good working condition. In addition, Providence shall reuse demolition materials to the greatest extent possible and ensure that long periods of construction equipment idling are avoided. *(Council Condition 29)*

To the maximum extent possible, Providence shall minimize solid waste by including the salvage, re-use on-site, and recycling of demolition materials. *(Council Condition 30)*

FOR THE LIFE OF THE PROJECT

To facilitate orderly monitoring of the Master Plan, annual reports shall be submitted to DCLU and SED and the Standing Advisory Committee on the anniversary of the adoption of the Master Plan or the fiscal year end, at the choice of Providence.

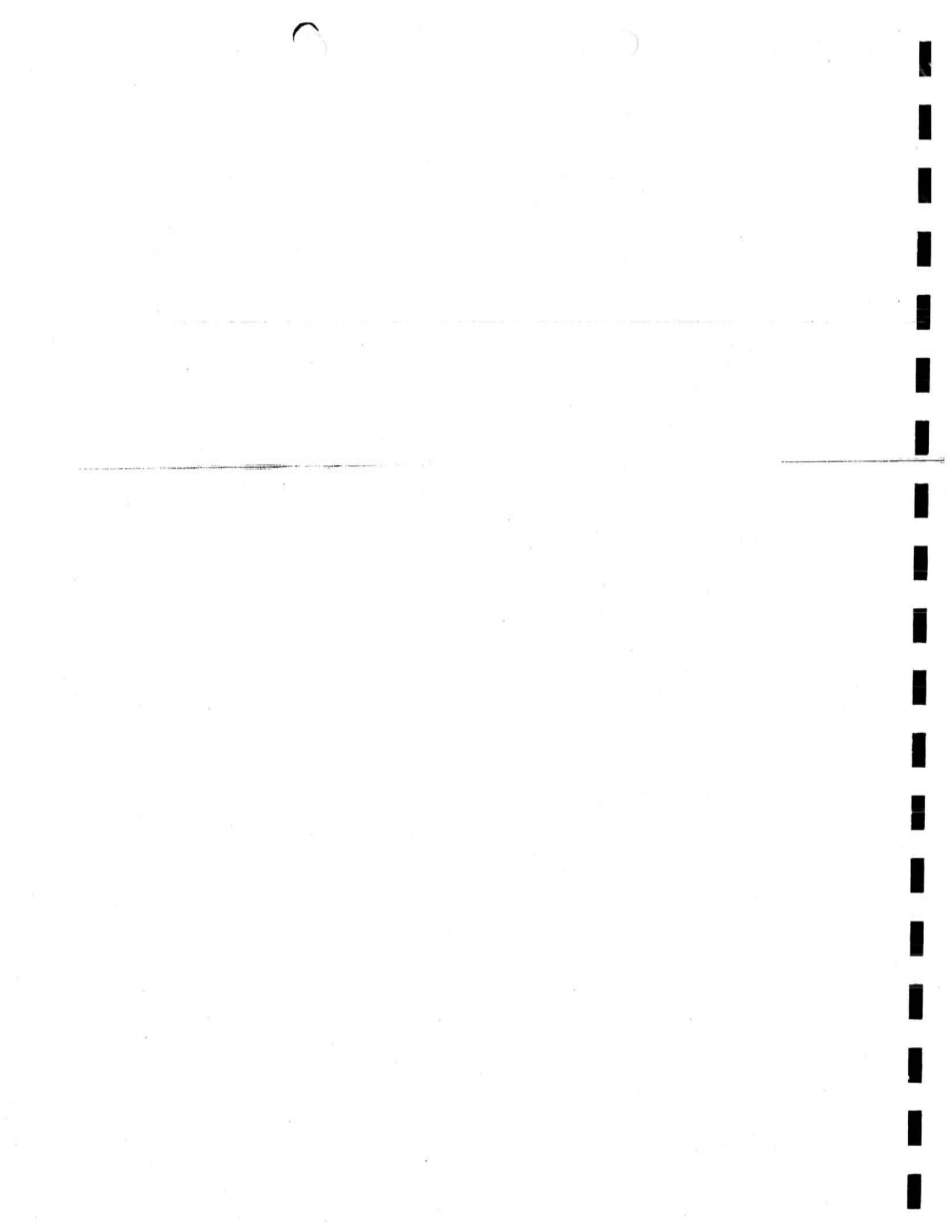
The annual report shall give basic information on building inventory changes, projects pending and completed, TMP status, Master Plan goals and objectives achieved, conditions met, revision, and other information as appropriate to the monitoring of the progress of the Master Plan. The report shall be in a form thematically compatible with the Master Plan, and attachable as an exhibit to the Master Plan. The report shall also be compatible with TMP reports as determined in the Memorandum of Agreement. *(Council Condition 37)*

Providence shall continue to distribute routing maps to delivery truck drivers to inform drivers of arterial street routes to the freeway system and other major destinations. Providence shall also continue to inform drivers that ~~they are not to use neighborhood residential streets.~~ *(Council Condition 38)*

Signs installed to direct patients and visitors to the campus shall be maintained. *(Council Condition 39)*

Landscape plantings shall be maintained and replaced by Providence as necessary to provide the aesthetic and buffer functions intended. *(Council Condition 40)*

The Master Plan shall be in effect for 15 years from the effective date of City Council approval. *(Council Condition 41)*



**VI. CONDITIONS AGREED TO
BY PROVIDENCE AND
SQUIRE PARK COMMUNITY COUNCIL**

Providence Medical Center

ADDITIONAL MITIGATION MEASURES FOR MAJOR INSTITUTION MASTER PLAN*

I. SPECIFIC PROJECT CONDITIONS

a) Expanded Parking Garage Project (*MIMP Project IB*)

- The addition to the garage shall be designed to mitigate light and glare from spilling on to the residential properties to the south across Jefferson.
- The addition to the garage facade shall be designed to appear less "garage-like" and to take on a character of a building compatible with the community setting. One possible design technique will be to provide window-type openings, rather than long horizontal openings typically associated with the levels of a garage.
- Landscaping within the 20-foot buffer to the approved garage along the Jefferson Street frontage shall be of sufficient quality and quantity to create an immediate visual "green screen" upon construction. Mature evergreen and deciduous plant material of large caliper will be used. Attempts will be made to save (possibly relocate) any significant existing specimen trees at the time of the approved development. Flowers and plants with color will be added to add visual diversity particularly where; most visible to pedestrians, such as along adjoining sidewalks. The design may suggest a transition in scale, with taller plantings near the garage facade and lower plantings to the south. Safety will be a design consideration along with opportunities to create places to enjoy the landscaping. Lighting will be included to avoid dark areas.

b) Family Medical Clinic / Parking (*MIMP Project II*)

- The setback areas will be extensively landscaped with high quality and visibility accessible landscaping, in lieu of the requirement for 25% open space. Mature (minimum 4" caliper when installed) will be used along the 15th Avenue frontage.

c) New MOB (*MIMP Project III*)

- The new MOB will be designed to interpret the architectural character of the existing 1910 Building. Architectural design measures including facade articulation, modulation, detailing, materials, color, textures, and other scale reducing devices will be incorporated to improve building compatibility with its context. Building facades would include contrast in materials, scale of detailing, fenestration, modulation, and articulation. For example, detailed sills, belt courses, cornices, and bricks to complement the adjacent building would be utilized. While the smokestack and annex building cannot be retained, their design character will be reflected in the new building.

* The additional mitigating measures agreed to by Squire Park Community Council and Providence Medical Center are not enforceable by the City except for those measures incorporated into the City Council decision.

- ♦ In addition to the foregoing, the building will provide one of the two following alternative vertical modulation features to help reduce the appearance of bulk of the structure:
 - ♦ The building will "step back" from Jefferson by providing an approximately 5 foot deep step at the 2nd or 3rd floor and another approximately 5 foot deep step at the 4th or 5th floor. Under this configuration, the first step could occur in conjunction with a design feature for the approved Gym/Inn structure to the east.
 - ♦ Alternatively, the entire "step back" would occur at the top of the building at the 5th floor level, and would be approximately 5'-10' deep.

d) New D & T and Front Entry/Parking (*MIMP Project IV*)

- ♦ The new parking area at the front entrance will be used primarily for visitors parking and hospital visits (not permanent parking) by physicians (and not to exceed 30% of this parking area). During the evenings employees will use the garage for parking after visiting hours.

e) New Patient Wing (*MIMP Project V*)

- ♦ Vehicle access to the new patient wing will be limited to 16th Avenue. No driveways or access are proposed along Cherry Street. Driveways along 16th Avenue will be setback from the intersection at Cherry Street to the satisfaction of the Seattle Engineering Department. Any site improvements, including landscaping, will maintain unobstructed sight lines to improve traffic visibility and safety.

f) New SNF, Physical Plant, Support Services (*MIMP Project VI*)

- ♦ The building will be designed to interpret the architectural character of the existing 1910 Building. Architectural design measures including facade articulation, detailing, materials, color, textures, and other scale reducing devices will be incorporated to improve building compatibility with its context. Building facades would include contrast in materials, scale of detailing, fenestration, and articulation.

For example, detailed sills, belt courses, cornices and bricks to complement the adjacent building would be utilized.

g) Add Two Levels to East Wing (*MIMP Project VII*)

- ♦ The two-level addition to the East Wing will be set back from the existing building facades to protect the privacy of the homes to the east. The view angle will be oriented to the distance and overlook rooftops rather than into residences.
- ♦ When this project is implemented, additional mature trees will be added along the 18th Avenue facade to soften the existing blank facades on 18th.

h) New Inn, Gym, Parking, and Skybridge (*MIMP Project VIII*)

- ♦ The skybridge will be eliminated.
- ♦ Providence will provide an entrance on 18th for loading and unloading.
- ♦ Design will include residential elements, such as pitched roofs, modulation, parapets, and roof overhangs to improve compatibility.
- ♦ The east side will include building design, fencing, landscaping, etc., that will help preserve the privacy of the single-family homes, including yards, to the east. Windows will be placed, oriented, and designed to help preserve the privacy of the existing single-family residences.

i) Day Care (*MIMP Project IX*)

- ♦ The rear play yard will be designed to reduce noise for the single-family homes to the south and east from children playing, with use of acoustical fencing or berms.
 - ♦ The times of day that the children will be playing in the yard will be posted at the day care.
 - ♦ The day care will be designed to have a residential character and to protect the privacy of the neighbors to the south and east. Design elements similar to those discussed for Project VIII above will be incorporated.
 - ♦ A safe loading and unloading area off 18th will be provided for the children.
2. No flat or unmodulated blank facades, particularly at street level, will be incorporated into the new buildings. Modulation, fenestration, architectural detailing, and window treatment will seek to create pedestrian scale and interest.
 3. Traffic bulbs will be installed on 18th at Jefferson at the time of construction of Project VIII.
 4. Open space over the entire campus will not be less than 10% on the Providence campus. In conjunction with each phase of development that reduces existing open space on campus, the quality of the landscaping in remaining open space areas shall be increased. This shall be accomplished by increasing the quality of landscaping in a remaining open space area that is equal in size to the size of the open space that is being reduced in a particular phase of development. Where feasible, the additional landscaping will be installed in the setback areas around the perimeter of the campus. Safety will be a consideration in the design and maintenance of all open space and landscaped areas.

5. Providence will involve the Squire Park Community Council in the detailed design process for the new projects and for major landscaping projects as discussed above, by seeking their comments and ideas during the design process.
6. Mechanical penthouses, elevator overruns and other similar rooftop equipment shall be visually obscured. The design will incorporate these elements into the overall building appearance. To the extent possible, these rooftop building elements will be located and oriented away from nearby residential uses. Overlooks upon this equipment from nearby residential uses. Overlooks upon this equipment from nearby development will be avoided, and if they occur, the improvements shall be appropriately screened. Noise shall be directed up and away from sensitive residential noise receivers.