Providence SWEDISH

2023 Major Institution Master Plan Annual Report Review

Swedish Medical Center | Cherry Hill Campus

2023 Annual Report Highlights – Progress in Meeting Master Plan Conditions

- General Conditions: 1-5, no changes
- Development Standards: 6 and 7, no changes
- Rezone: 8 and 9, no changes
- State Environmental Policy Act (SEPA): 10-13, no changes

2023 Annual Report Highlights – Major Institution Development Activity Initiated or Under Construction Within the MIO Boundary During the Reporting Period

- Items A and B, no changes

2023 Annual Report Highlights – Major Institution Development Activity Outside but Within 2,500 feet of the MIO District Boundary

- Items A-C, no changes

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS-l Earth

Replacing higher seismic risk structures with buildings built to current standards.	**Buildings on parcel# 1978200665 have been demolished for Project B. Buildings on parcel# 8590900685, 8590900721, 8590900720, 8590900710, 8590900690 have been demolished for Project E.**
Replacing structures that cannot support the weight of modern diagnostic equipment and file storage systems.	**Buildings on parcel# 1978200665 have been demolished for Project B. Buildings on parcel# 8590900685, 8590900721, 8590900720, 8590900710, 8590900690 have been demolished for Project E.**
Replacing structures that do not have efficient floor plans for modern patient services.	**Buildings on parcel# 1978200665 have been demolished for Project B. Buildings on parcel# 8590900685, 8590900721, 8590900720, 8590900710, 8590900690 have been demolished for Project E.**
Develop a central plant and utility service tunnel that will be designed to the highest seismic safety level (operational level) to reduce loss of services during an earthquake. Since utilities are vital to continuing service in many of the structures and emergency services they will be designed as an essential facility. This level of design criteria is more stringent than building code requirements but for the reasons given above is thought to be an important improvement at minimal added construction costs.	**No activity during the reporting period. Accounted for in the design of Projects B and E.**

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS-l Earth

Older utility systems will be replaced with new services that are secured by better seismic bracing. This will reduce disruption to hospital services caused by breakage of piping. Reports from recent California earthquakes have shown that water damage alone has shut down and caused evacuation of major hospitals even in a moderate earthquake, at a time of great need	**Utility systems in the hospital's buildings are replaced on an as-needed basis. Accounted for in design of Projects B and E.** **Buildings on parcel# 1978200665 have been demolished for Project B. Buildings on parcel# 8590900685, 8590900721, 8590900720, 8590900710, 8590900690 have been demolished for Project E.**

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions EIS-2-16

- EIS-2 to EIS-16 – No changes with exception of EIS-14 TMP, with updates as mentioned in previous section.

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS-l7 Earth – Short term construction-related

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

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS-18 Air - Short-term Construction-related

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

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS-19 Environmental Health/Noise and Vibration - Short-term Construction-related Construction

• *Comply with the requirements of the Seattle Municipal Code (SMC) Chapter 25.08 Noise Control.* • *Implement a construction noise monitoring program.* • *Publish a periodical newsletter to share construction news and noise monitoring results.* • *To the extent possible, re-route construction truck traffic away from residential areas.* • *To the extent feasible, noise from the site will be reduced through the use of temporary walls or other sound barriers.* • *Locate noisy equipment on site as far away from noise-sensitive receivers as possible. Combine noise operations in the same time period. The overall noise produced will not be significantly higher than the level produces by the individual operations.* • *To the extent possible, avoid noise generating construction activities at night.* • *Consider mixing concrete off site and consider prefabricated building components.* • *Turn off all unnecessary idling equipment.* • *Use electric rather than diesel equipment where possible.* • *Avoid impact pile driving. Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives.* • *Use specially quieted equipment, such as quieted and enclosed air compressors and power generators.* • *Use efficient mufflers on all engines.* • *Select quieter demolition methods, where possible. For example, sawing slabs into sections that can be loaded on trucks is a quieter process than demolition by pavement breakers.* • *Equip portable pneumatic drills and pavement breakers with exhaust mufflers, when possible.*	**Construction activities are undertaken in accordance with the Construction Management Plan, approved by the City of Seattle on November 27, 2021, which describes methods, restrictions and mitigations for noise generating activities related to construction, including neighborhood communication.** **Community communication for project B can be viewed at Swedish.org/expansion**

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS-20 Transportation and Parking - Short-term Construction-related

• *Construction Traffic Management Plans should be developed for each development phase in coordination with the Seattle Department of Transportation. The objective of the plans would be to ensure that movement of construction workers, equipment, and materials to and from the site is done in a safe and efficient manner and to minimize potential disruptions to background traffic and pedestrians. Multiple, concurrent First Hill projects should consider coordinated mitigation.* • *Lane closures should be minimized on Madison Street, Broadway, James Street, and* • *Boren Avenue in order to avoid disruption on the heavily traveled arterial streets.* • *When possible, construction trucks should be staged within the construction site.* • *Safe pedestrian and vehicular circulation should be maintained adjacent to the construction site through the use of temporary walkways, signs, and manual traffic control.* • *Construction material deliveries should be scheduled and coordinated to and from the site to minimize congestion during peak travel times.* • *Provide designated parking areas for construction worker parking in order to minimize impacts to other parking facilities in and around the site and to minimize unnecessary circulation associated with searching for parking. On-site and off-site parking arrangements for construction parking should focus on facilities with existing unused capacity in order to minimize displacement of existing parking.* • *Phase development to minimize temporary decreases in parking supply during construction. Development could be phased to construct elements or phases of the Master Plan that provide additional parking supply.*	**Construction-related transportation and parking is communicated, planned, and monitored in compliance with the Construction Management Plan, approved by the City of Seattle on November 27, 2021. In addition, regular periodic meetings (SDOT Construction HUB meetings) are conducted with City of Seattle representatives, and with other neighboring project personnel, to coordinate transportation related issues.** **Community communication for project B can be viewed at Swedish.org/expansion.**

2023 Annual Report Highlights – Final Environmental Impact Statement (FEIS) Conditions - EIS 21 Public Services and Utilities - Short-term Construction-related

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

Integrated Transportation Board Charter

Introduction: The Integrated Transportation Board (ITB) has been purposed to build a consensus and a unified approach using an open forum to discuss common challenges and potential solutions amongst stakeholders conducting business on the Cherry Hill Campus and stakeholders from the greater Seattle community as it relates to the issues surrounding vehicular congestion specifically during peak commute hours. The Cherry Hill campus is subject to its Major Institution Master Plan (MIMP) requirements related to the Single Occupancy Vehicle (SOV) reduction goal. Stakeholders operating on the Cherry Hill Campus include – Swedish Medical Center, Swedish Medical Group, Sabey and LabCorp.

Mission: The Mission of the ITB, with input from all represented stakeholders, is to recommend a common platform of policies and initiatives that mitigate the adverse impact to the Squire Park Neighborhood from parking and transportation congestion. The Board shall use the guiding documents to recommend common and agreed upon strategies to implement policies and programs for the betterment of the local community.

Guiding Documents: The Swedish Major Institutional Master Plan (MIMP) and the Transportation Management Program (TMP) that is part of the MIMP along with the most current Commute Trip Reduction Survey results.

Functions and Scope: The function of the ITB is to advise and ensure that the Major Institution is achieving the items as required in the MIMP and its TMP. Including providing the annual update of information for the Major Institution's Annual Report and reporting to the Implementation Advisory Committee (IAC) on any updates related to the TMP.

Integrated Transportation Board Charter

Membership: The ITB shall be chaired by a Swedish Medical Center (SMC) corporate executive, and Vice Chaired by a technical advisor from Commute Seattle. Other members will include at least one representative from community and business stakeholders as listed below:

Members	Interested non-members
• Swedish Medical Center • Swedish Medical Group • Sabey • LabCorp of America • IAC for Swedish Cherry Hill • City of Seattle Dept. of Transportation • City of Seattle Dept of Construction and Inspections • King County Metro • Squire Park Neighborhood • Commute Seattle	• Republic Parking Northwest • Luum by HealthEquity • Swedish Community Health Investment • Swedish Patient Advocacy Group

Quorum: The quorum for the meeting includes one member of a city entity (i.e., one member from Seattle Department of Transportation and/or one member of Seattle Department of Constructions and Inspections), one member from Commute Seattle, one member from Swedish Health Services (i.e., one member of Swedish Medical Center), one member from Sabey and one member from a King County Metro. Total of five board members.

Meetings: When possible, the ITB should meet on a quarterly basis. The Chairperson may call special meetings. The purpose of quarterly meetings is to have a continued report on issues and concerns from board members as well as to bring new items that could affect transportation around the Cherry Hill Campus for group discussions.

Swedish Medical Center Cherry Hill will schedule and host the ITB Meetings unless there is a need for the meeting to be held elsewhere as determined by the membership. In person and virtual option will be provided.

At each meeting, stakeholders operating on the Cherry Hill Campus will provide any Transportation Related Updates including CTR progress/results, SOV Reduction Programs, Transportation Fairs, Employee Commuting Incentives, etc

Thank you