

**Virginia Mason Medical Center, First Hill campus  
2013 MIMP ANNUAL REPORT**

**Updated January 28, 2016**

**Virginia Mason First Hill campus  
Major Institutional Master Plan Annual Status Report**

**I. Introduction**

- A. Name of Major Institution: Virginia Mason Medical Center
- B. Reporting Year: 2015
- C. Major Institution Contact:
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- D. Master Plan Status: The Virginia Mason Medical Center Major Institution Master Plan was reinstated and was approved by the City of Seattle Council on December 16, 2013. It is now in effect.

**II. Progress in Meeting Master Plan Conditions General overview of progress made:**

- A. Virginia Mason has not taken action on any of the construction projects described in the Master Plan at this time. There have been no Special Actions, DPD conclusions or council actions in the interim regarding Major Institution Master Plan activities regarding work done under the master plan.
- B. Virginia Mason elected under the MIMP December 6<sup>th</sup> Council Findings, Conclusion and Decision CF311081, page 19, paragraph 30.b. to pay the City of Seattle to finance the construction of comparable replacement housing an amount of \$4,460,000. The payment was received by the City of Seattle on November 18, 2015, within the stipulated two year timeframe from the December 16, 2013 approval of the MIMP by the Seattle City Council.
- C. Virginia Mason hosted a Standing Advisory Committee meeting on February 10, 2015 to review a Public Realm Action Plan prepared by Framework architects, a Landscaping Master Plan prepared for the First Hill Campus by Swift Company, and a proposal for a cellular tower on the Baroness Hotel. The Public Realm Action Plan was developed with SDOT, Parks and DON to activate and enliven several streets in First Hill, and to develop street profiles for them that favor pedestrian use. The Landscape plan is aligned with, and incorporates the requirements of the Design Guidelines and Master plan. The SAC supported the PRAP. The SAC approved the Master Plan at this meeting, and it was finalized in April of 2015. It has formed the basis for a landscaping contract that is now starting to implement the work described in the plan incrementally over time. The proposal for a cell phone tower on the Baroness Hotel roof was

unfavorably received, with concerns raised about its effect on the historic character of the exterior. The Cellular tower has not been built, and is no longer being pursued.

- D. Virginia Mason hosted a tour of the Floyd & Delores Jones Pavilion's recent interior tenant improvements for SAC members on March 1, 2015.

The Major Institution Master Plan, Design Guidelines and Environmental Impact Statement are available on Virginia Mason's website at: <https://www.virginiamason.org/MIMP>

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

- A. Numerous small tenant improvement projects have occurred within the existing buildings. They have not changed the occupied area of the campus.
- B. Virginia Mason has not leased additional space within its MIO to Non-Major Institution uses within the reporting period.
- C. Virginia Mason has been actively participating in promoting the Public Realm Action Plan (PRAP) adopted by SDOT for First Hill that describes improvements to several streets on First Hill that are within the Major Institution Overlay Boundary. The impacted streets are Terry Avenue, University, and 9th Avenue. The PRAP was presented to the SAC on February 10, 2015, and was favorably received. No conflicts were found between the Master Plan and the PRAP recommendations. Virginia Mason has been advocating with the First Hill community for developers to include PRAP recommendations into their proposed projects for First Hill, and has been successful at influencing the projects favorably towards the PRAP.
- D. Virginia Mason has also been actively engaged with SDOT and King County Metro in planning Bus Rapid Transit Line (BRT) improvements to Madison Avenue, at the south edge of the MIO. Virginia Mason has provided representation at a number of public meetings, and smaller focus group meetings to advance the development of the BRT line. The proposed stop at Terry and Madison will be able to take advantage of the planned redevelopment of the 1000 Madison block in its development of a transit stop at this location, with wider sidewalks, better lighting and other pedestrian improvements. Concerns have been raised about the current proposed alignment of this stop, as it is proposed to block Terry Avenue in the middle of Madison Street. Virginia Mason has written a letter to SDOT on December 2, 2015 stating their concerns about the potential traffic impacts this stop location may have on the ingress and egress of vehicles to the 1000 Madison proposed building, and to the hospital Emergency Department, asking for the proposed MIMP development to be taken into consideration in the development of the BRT Environmental Impact Statement.

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

- A. Land and Building Acquisition during the Reporting Period: None.
- B. Leasing Activity during the Reporting Period: Additional area has been leased within the Metropolitan Park West building at the corner of Minor Avenue and Howell Street on the 1<sup>st</sup> floor, which is within 2500 feet of the MIO. This property is within a DMC 340 zone, and therefore not subject to limitations requiring conditional use per 23.69.022 subsection c. Some of Virginia Mason's leased off-site parking within 2500 feet of the MIO has been changed or relocated. This offsite parking is allowed per 23.69.022 a.1, and is included in our Transportation Management Plan, per 23.69.022.a.5.

## V. Progress in Meeting Transportation Management Program (TMP) Conditions

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

The 2013 Master Plan established an SOV goal for Virginia Mason employees of 30% or lower. By 1998, Virginia Mason had achieved a rate of 28%. By 2015, this rate has dropped to 22%, according to the WSDOT commute trip survey on 10/30/2015. Various non-SOV commute options are detailed in the Master Plan and are promoted to all new employees through Virginia Mason's green commuting program under the Enviromason program, and updates are offered regularly via on-site transportation fairs and other promotional events. Options include Bike, Bus, Carpool, Ferry, Light Rail, Motorcycle, Train, Vanpool, Walking, Subsidized ORCA Cards and Corporate Smart Cars for work-related travel options.

Virginia Mason signed an employee personal discount program from Zipcar in November of 2014 to encourage staff to use the car sharing program. This benefit waives the membership fee for new members, a reduced annual fee and 10%-20% off driving rates Monday-Friday.

Thank you

Betsy Braun

**Elizabeth "Betsy" Braun**  
Administrative Director, Facilities



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