



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

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

Application Number: 3011707
Application Name: Seattle Children’s Hospital
Address of Proposal: 4800 Sand Point Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow the relocation of the existing on-grade helistop to a new interim on-grade helistop within Seattle Children’s Hospital Campus. Project also includes grading of 2,000 cubic yards of material (800 cubic yards of cut and 1,200 cubic yards of fill) for the new pad and pedestrian pathway connection to the Phase 1 building, and construction of a pedestrian bridge, canopy, and exterior entry door on Level A of the Phase 1 building. (Phase 1 is permitted under MUP 3011377.) This proposal requires a determination by the Director on compliance with SMC 23.69.035, Changes to master plan. Specifically, this code section requires “*a proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment.*” An Environmental Impact Statement Addendum has been prepared by the City of Seattle.¹ See related Interpretation No. 10-003-B.

The following approval is required:

- **SEPA** – for conditioning pursuant to SMC 25.05

SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction

¹ “Seattle Children’s Hospital Proposed Relocation of Existing Helistop”, Addendum to the Final EIS for the Seattle Children’s Hospital Major Institution Master Plan, Master Use Permit No. 3011707, January 6, 2011.

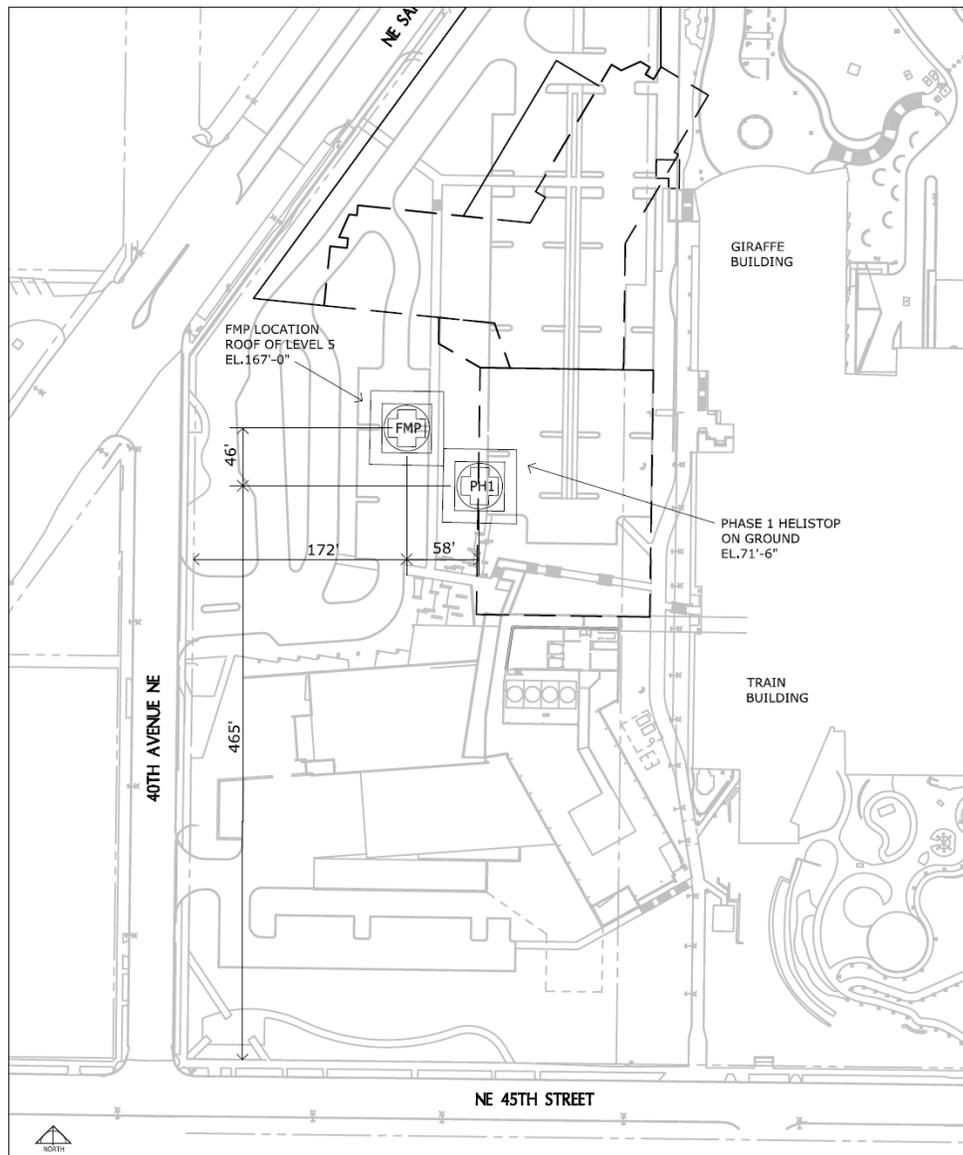


Figure 1
Proposed Helistop Location

HELISTOP RELOCATION PROPOSAL

The proposal is to allow the relocation of the existing on-grade helistop to a new interim on-grade helistop within Seattle Children's Hospital Campus. The existing helistop is located northeast of the Giraffe Building. The City Council, in approving the Major Institution Master Plan (MIMP) for Seattle Children's Hospital, approved the relocation of the helistop from the existing on-grade location to a rooftop location designated in Figure 1 as "FMP" for Final Master Plan. The proposed ground location is 46 feet to the south and 56 feet to the east of the FMP location, and 66 feet lower in elevation.

Location: The *Proposal* is located on the 28.84-acre campus for Seattle Children's Hospital, bounded by NE 50th and NE 47th Streets on the north, NE 45th Street on the south, 44th Avenue NE and 45th

Avenue NE on the east, and 40th Avenue NE and Sand Point Way on the west. Specifically, the site of the proposed relocated helistop would be located in the western area of the expanded campus, north of the approved Phase 1 Hospital Expansion Project on land previously used for the Laurelon Terrace Condominiums.

Construction: It is anticipated that construction of the proposed relocated helistop would occur concurrently with the construction of the parking lot for the Phase 1 building. The pad will require the grading of up to 2,000 cubic yards of material, including up to 800 cubic yards of cut and up to 1,200 cubic yards of fill. The helistop will be approximately 12 feet above the parking lot level, and surrounded by a landscaped berm. Based on MIMP conditions, hours of outside construction activity would primarily be during non-holiday weekdays from 7:00 AM to 6:00 PM, or as modified by a Construction Noise Management Plan, approved by DPD as part of a project-specific environmental review. Construction vehicle ingress and egress to the site would be via the new access points on 40th Avenue NE.

Access by Emergency Vehicles and Helicopters: Patients requiring emergency care are brought to Children's by ambulance or passenger vehicles and by helicopter. Vehicles currently access the emergency department via Sand Point Way NE and Penny Drive. Helicopters land outside of the emergency department on an emergency helicopter landing stop (helistop). The approved Phase 1 development project would include moving the emergency department access to 40th Ave NE. The proposed location for the helistop would be a ground location immediately north of the Phase 1 building. Access to the emergency department from the helistop would be via a new pedestrian pathway connection to the Phase 1 building that would include a pedestrian bridge and exterior entry door on Level A of the Phase 1 building. (Phase 1 is permitted under MUP 3011377.)

On-Campus Parking: The total parking supply with the approved Phase 1 Development would be 1,663 parking spaces. The proposed helistop location would require the elimination of 11 of the planned 201 surface parking spaces, reducing the supply to 1,652 parking spaces.

Proposed Landscaping: Relocating the helistop to the north parking lot will require revisions to the landscaping that was proposed in the MUP application for the Phase 1 Development, however it will not affect any of the 20 trees or shrubs that were found to be "exceptional". Those 20 will continue to be protected in place. The flight path to the ground level helistop will require trees that will not achieve tall mature heights. Plan sheet L1.00 in the MUP application for the helistop relocation provides a list of proposed plant materials and a revised landscaping plan. The list includes tree species that will be compatible with the flight path and still provide screening for the parking lot areas.

Comparison of Proposed Helistop Location with Helistop Location in the MIMP-Approved Alternative 7R: For the purpose of comparing the impacts of the proposed relocated helistop with the impacts that were disclosed in the Draft, Final, and Revised Final Environmental Impact Statement (EIS), the Addendum analysis compared the current proposal with Alternative 7R as Alternative 7R was the proposal put forth by Children's in their Final Master Plan.

Table 1 summarizes the physical differences of the helistop location on the top of the Phase 1 building described in the Compiled Master Plan and analyzed in the EIS and the ground location as it is now proposed by Children's.

Table 1
Comparison of Helistop Locations

	Rooftop Location in Compiled Master Plan (CMP) Phase 1	Proposed Ground Location
Location	Rooftop of Phase 1	Ground Location
Elevation	El. 167'-0"	El. 71'-6" (95.5' lower than CMP location)
Distance North of NE 45 th Street	511' (to center of helistop)	465' (to center of helistop) (46 feet nearer to NE 45 th Street than CMP location)
Distance East of 40 th Avenue NE	172' (to center of helistop)	230' to center of helistop) (58' farther east than CMP location)

NOTICES AND PUBLIC COMMENTS

Children’s MIMP was approved in April 2010. Since the adoption of the MIMP, the institution has submitted two projects to DPD for approval. The first was MUP 3011377, the application for a new inpatient hospital building (Phase 1 Development), as described below. The second is the helistop relocation proposal (MUP 3011707).

MUP 3011377 – Approved Phase 1 Development

Application for Phase 1 Development: On August 25, 2010, DPD published notice of Land Use Application to allow construction of a 7-story 321,584 sq. ft. inpatient hospital building with surface parking for 201 vehicles (Phase 1 Development) (MUP 3011377). The application for MUP 3011377 did not include moving the existing helistop. At the request of the Standing Citizens Advisory Committee (SCAC), Seattle Children’s considered additional locations for the helistop other than on the rooftop of the Phase 1 building prior to making application to relocate the existing helistop.

Comments Received: The public comment period on MUP 3011377 ended on September 22, 2010, and approximately 34 comment letters were received, including letters from the major stakeholders (Seattle Children’s, the SCAC, Laurelhurst Community Club (LCC), and the Seattle Community Council Federation). Of the 34 letters commenting on the Phase 1 Development proposal, six letters also made mention of the proposal to move the helistop. Two of the letters were from Children’s: the first (September 10, 2010) stating Children’s position that relocation of the helistop is neither a major amendment of their MIMP nor does it require a Council Conditional Use Permit, and that they were considering other locations than the rooftop of the Phase 1 building before applying to move the helistop; and a second letter (September 17, 2010) reiterating that they did not submit the helistop as part of the Phase I proposal as they were studying alternative solutions. The Seattle Community Council Federation raised concern with locating a helistop on top of the Phase 1 building due to its proximity to residential areas. LCC’s land use consultant stated her position that moving the helistop to the top of the Phase I building is a major amendment to Children’s MIMP and requires a Council Conditional Use Permit. Two comments were in general opposition to moving the helistop from its current location.

Request for Land Use Code Interpretation: In addition to the comment letters, LCC submitted a letter asking for an interpretation of the Land Use Code on three questions: (1) whether the change in construction phasing would be considered a major amendment to the MIMP; (2) does the development of a new helistop that serves Bed Unit South (Phase 1) require a major amendment to Children's adopted MIMP; and (3) does the new helistop that serves Bed Unit South require a new Council Conditional Use permit.

Decision and Land Use Code Interpretation: On October 28, 2010, DPD issued its Decision approving MUP 3011377 and Interpretation No. 10-003. The interpretation concluded that the modification under Project No. 3011377 to the location of improvements approved for Phase 1 of SCH's MIMP qualifies as an exempt change to the MIMP, pursuant to SMC Section 23.69.035. The interpretation's background section noted that the request for interpretation also raised questions about relocation of a helistop. As relocating the helistop was not a part of the work proposed under Project No. 3011377, the two requests relating to the helistop are being addressed in a separate interpretation being issued concurrently with the Director's Decision on the helistop relocation (MUP 3011707).

MUP 3011707 – Proposed Helistop Relocation

Application for Helistop Relocation: On October 26, 2010, Seattle Children's submitted a separate MUP application to relocate the helistop from its existing ground location north of the Emergency Department to a new ground location north of the Phase I building. The consideration of environmental impacts of the potential relocation was performed through a separate Addendum to the Final EIS for the Seattle Children's Hospital Major Institution Master Plan.

Notice of the application was published on November 4, 2010. The required public comment period ended on November 17, 2010.

Comments Received on the Application: During the 28 day comment period on the application, only one comment letter was received, from the SCAC. The SCAC comment letter recommended:

- If an alternative to the current proposal is found to be acceptable, evaluate the interim relocation of the helipad to the Phase I surface parking area on the north half of the present Laurelon Terrace site.
- Based on the results of the helipad study, evaluate other permanent locations for the helipad.
- Include mitigation of the impacts upon adjacent homes, including shielding the landing lights from the helicopter landing pad so that they are not directed towards adjacent residences.

Notice of Availability of the Addendum: Notice of the availability of the Environmental Impact Statement Addendum was published on January 6, 2011. The required public comment period ended on January 20, 2011; however the comment period was extended to February 3, 2011 by public request.

Comments Received on the Addendum: Two comment letters were received during the January – February 2011 comment period on the Addendum, one from the Applicant, Seattle Children's, and a letter from a resident of Laurelhurst. Children's letter provided comments in support of their position that the relocation of the helistop does not require a major amendment to the MIMP and that a new

Council Conditional Use approval is not required. The resident's letter was also in support of the opinion that a major amendment to the MIMP or a new Council Conditional Use permit is not needed. Both topics are the subject of a separate interpretation to be issued concurrently with the Director's Decision on the MUP for the helistop.

The Land Use Application file is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000².

BACKGROUND

Neighborhood Context

Children's is located in northeast Seattle between the Laurelhurst and Ravenna/Bryant neighborhoods and is 0.5 mile from the Ravenna portion of the University Community Urban Center. The surrounding neighborhoods include a mixture of single and multi-family residences, retail/commercial businesses, institutions and recreational opportunities, such as the Burke-Gilman Trail and Magnuson Park. The retail/commercial businesses are located primarily south and west of Children's along Sand Point Way NE, and include University Village, restaurants and shops, an exercise gym, office space and the Virginia Mason Sand Point Pediatrics Clinic. There are several institutions in the area, including the National Archives & Records Repository, Children's 70th and Sand Point Way administrative offices, churches, Talaris Research and Conference Center, Laurelhurst Elementary School and Villa Academy. The nearest major institution in the area, the University of Washington, is less than a mile to the west.

2010 Major Institution Master Plan and Associated Environmental Analysis

Children's original MIMP was adopted by the Seattle City Council in September 1994. The last building approved under that MIMP was the Ambulatory Care Building in 2003. Children's initiated the request for a new MIMP in 2007 to allow further development. The MIMP was approved by the City Council in April 2010. The following documents and environmental analysis have been prepared.

- A Concept Plan was submitted by Children's to the City's Department of Planning and Development (DPD) on July 16, 2007. Two alternatives were proposed, both increasing the existing 900,000 square footage to a total of 2.4 million square feet. One alternative proposed adding the Hartmann property located on the west side of Sand Point Way with 170,000 gross square feet (gsf), with 2.23 million gsf of development within the existing campus area. The second alternative would have been without the Hartmann property.
- A Preliminary Master Plan was submitted by Children's to DPD on January 7, 2008 in response to comments from DPD, the public and the Citizen's Advisory Committee (CAC). The Preliminary Master Plan contained five alternatives: Alternative 1 No Action; Alternative 2 Initial Concept (same as proposed in the Concept Plan with Hartmann property); Alternative 3 Proposed Major Institution Overlay with Heights (lower heights than shown for Alternative 2); Alternative 4 Expanded Boundary Major Institution Overlay with Heights (expanded campus to include Laurelon Terrace property); and Alternative 5 North Campus Expansion (increased heights on northern campus without any expansion to Laurelon Terrace site).

² <http://www.seattle.gov/dpd/PRC/LocationHours/default.asp>

- A Draft Master Plan was submitted by Children's to DPD on June 9, 2008. The Draft Master Plan eliminated Alternatives 2, 4 and 5, and included two new alternatives: Alternative 6 Modified North Campus Expansion (lower heights on the north campus without any expansion to Laurelon Terrace); and Alternative 7 Expanded Boundary (Early Laurelon Terrace Development) (lower heights on the main campus with the bulk of new development in the expansion area).
- A Draft EIS was prepared for Children's MIMP and issued by DPD on June 8, 2008. That Draft EIS evaluated the environmental impacts associated with development of Alternatives 3, 6 and 7 as described in the Draft Master Plan, each totaling approximately 1.5 million gsf in new development. Eleven major environmental parameters were evaluated in the Draft EIS, including: geology, air, stormwater runoff, energy, noise, hazardous materials, land use, housing, aesthetics/light, glare, and shadows, transportation/parking, and public services/utilities.
- A Preliminary Final Master Plan was submitted by Children's to DPD in August 2008. In the Preliminary Final Master Plan, Alternative 7 was modified to revise heights and setbacks, and a new alternative, Alternative 8, was added. Alternative 8 included the expansion area of Laurelon Terrace, but without the Hartmann property.
- A Final Master Plan was submitted by Children's on October 29, 2008 for publication on November 10, 2008. The Final Master Plan contained only the Proposed Master Plan, a design based on the Alternative 7R. This alternative proposed expanding the campus to include both the Laurelon Terrace property and the Hartmann property. Approximately 150,000 gsf of development were proposed for the Hartmann property, and 1.35 million gsf were proposed for the campus, for a total addition of 1.5 million gsf.
- A Final EIS was prepared for the Final Master Plan and issued by DPD on November 10, 2008. The Final EIS evaluated the environmental impacts associated with development of approximately 1.5 million gsf. The Final EIS provided additional environmental analysis relative to noise, light/glare/shadows, aesthetics, and transportation/parking for the revisions to Alternative 7 and for the addition of Alternative 8. DPD found that the EIS (Draft and Final) adequately disclosed probable, adverse environmental impacts, discussed reasonable mitigating measures and formed an adequate basis for making final decisions regarding the proposed MIMP.
- On December 11, 2008, DPD issued an errata to the FEIS containing an additional comment letter, and locations in the November 10, 2008 FEIS where the same or similar comments were made and a response provided.
- In May 2009, DPD issued a Revised Final EIS limited to only new information provided on land use (Section 3.7) and housing (Section 3.8) developed in response to the Hearing Examiner's finding of inadequacy on those two issues only. The Hearing Examiner subsequently found the EIS to be adequate.
- As required by SMC, public hearings concerning the proposed MIMP were conducted by Seattle's Hearing Examiner (March and July 2009). The Hearing Examiner's decision recommended denial of the MIMP.
- In April 2010, the Seattle City Council adopted Seattle Children's Hospital's MIMP (Ordinance #123623). As approved, the plan is intended to provide a long-range facility plan to guide Children's programmatic and capital decision-making processes for the next 20 years or more. The

MIMP established the standards, general location and size of authorized development. The MIMP included four phases totaling 1,225,000 square feet of additional space.

- On August 12, 2010, DPD issued an EIS Addendum for the proposed *Phase 1 Development Project*.
- On January 6, 2011, DPD issued an EIS Addendum for the proposed *Relocation of Existing Helistop*.

The EIS Addendum provides additional site-specific information concerning the proposed relocation of the existing helistop to a ground location north of the Phase 1 Development Project – to add to and/or update information contained in Final EIS for Children’s MIMP.

CONSISTENCY WITH MASTER PLAN

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

Relationship of the Proposal to the Approved Major Institution Master Plan

In April 2010, the Seattle City Council adopted Children’s *Major Institution Master Plan* (MIMP) (Ordinance #123263). As approved, the plan is intended to provide a long-range facility plan to guide Children’s programmatic and capital decision-making processes for the next 20 years. The MIMP established the standards, general location and size of development that is authorized. The MIMP included four phases totaling 1,225,000 square feet of additional space.

The approved MIMP was based on Alternative 7R of the FEIS. Phase 1 of Alternative 7R was identified in the MIMP as the demolition of the 136-unit Laurelon Terrace Condominiums, the construction of 592,000 square feet of a new L-shaped building containing both additional hospital beds and a new emergency department, the relocation of the existing helistop to the top of the Phase 1 building, and the addition of 300 surface parking spaces. Figure 2 shows the location of the four phases of development identified in the MIMP including the rooftop helistop location.

As described above, Children’s has received approval (MUP 3011377) to construct, as Phase 1, a 7-story structure (above-grade) with one partial below-grade floor and one floor below-grade. The building will house inpatient beds on the upper 6 floors and lobby space, patient care and mechanical on one above-grade floor. The relocated emergency department and lobby space will be located on the partial below-grade floor, and the kitchen, loading dock, and mechanical rooms on the below-grade floor.

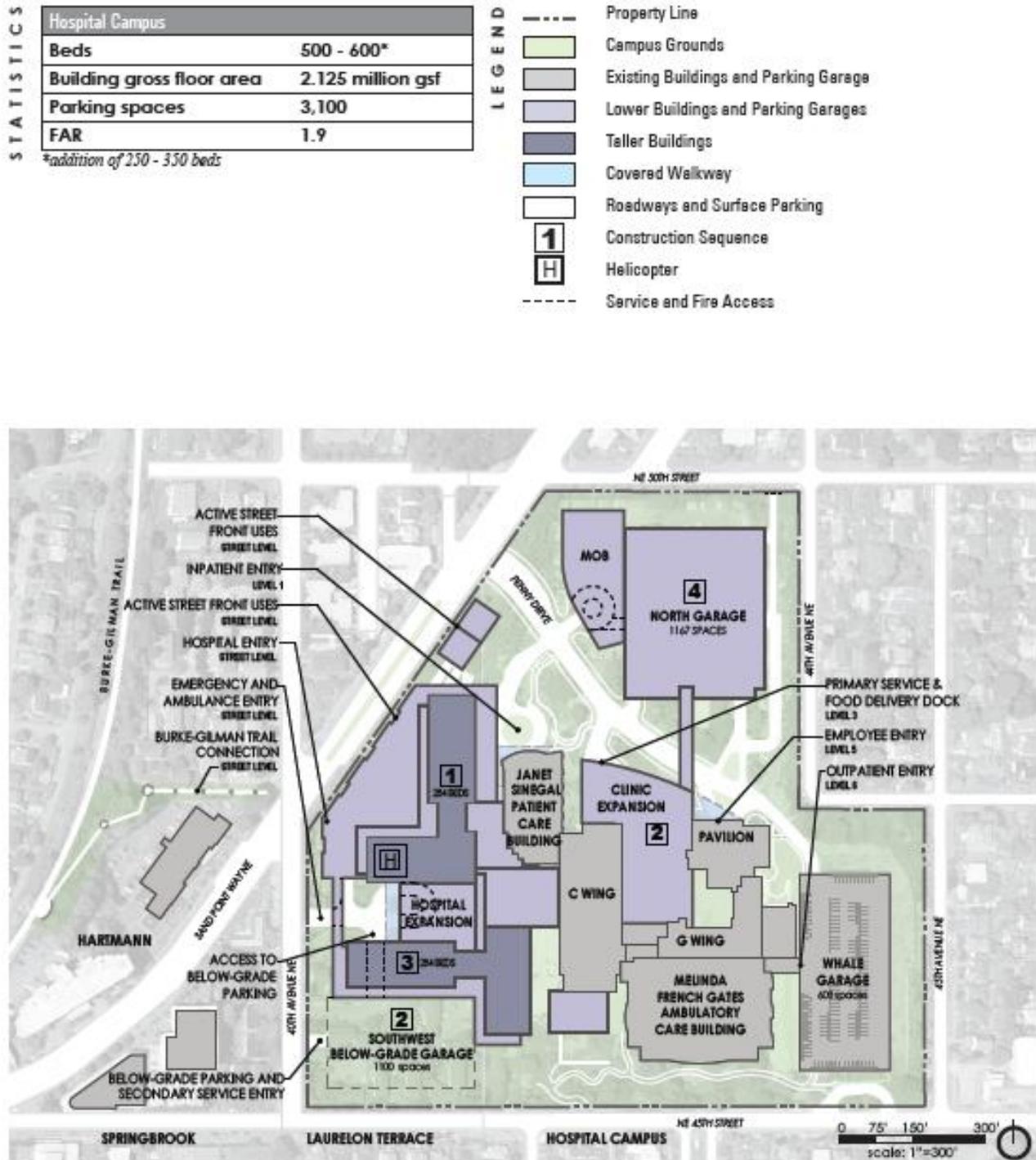


Figure 2
Development Phases Identified in the Compiled Master Plan

Figure 3 (below), Proposed and Future Helistop Locations, shows the location of the approved Phase 1. When construction begins on the future Diagnostic and Therapeutic (D&T) building, Children’s

intends to relocate the helipad to a second interim site on the top of the Phase 1 building. When the D&T building is completed, the helistop will be relocated to a final location on the top of the D&T building in a location similar to that approved by the City Council in Alternative 7R of the Compiled Master Plan.

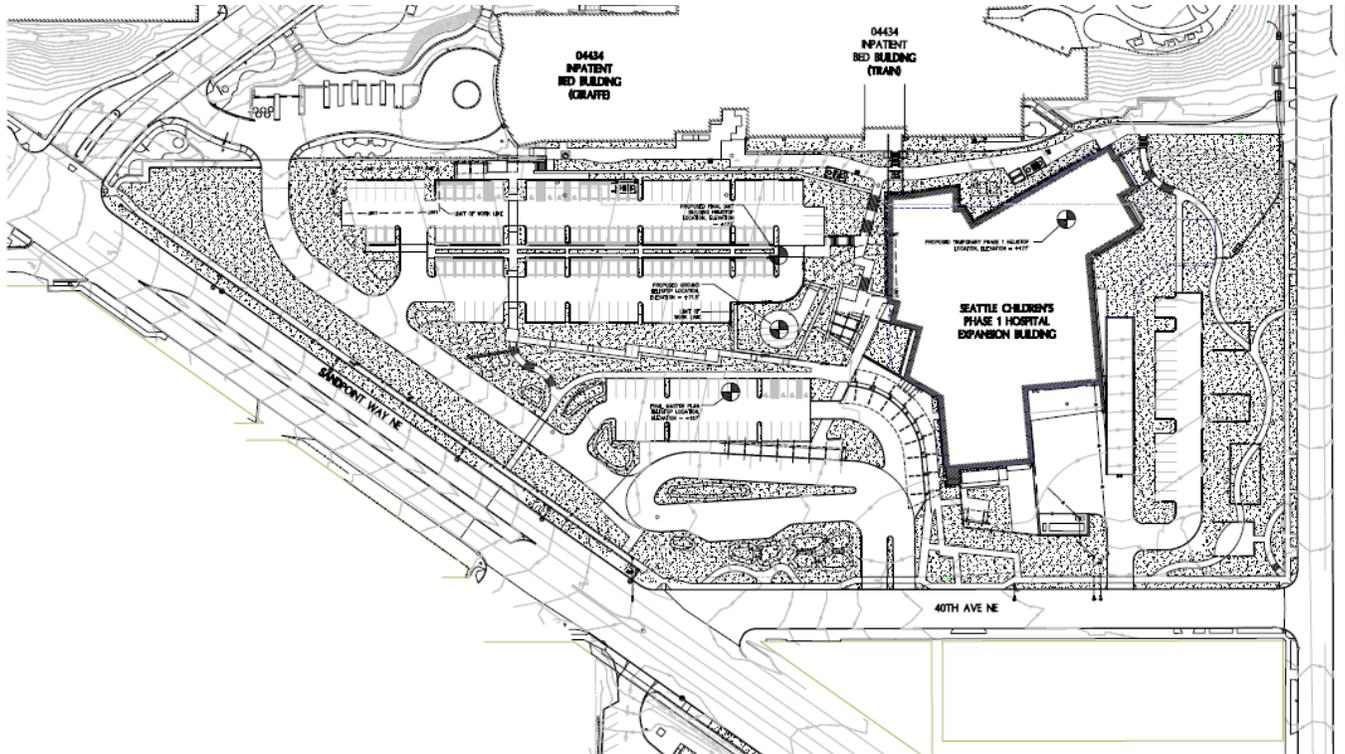


Figure 3
Proposed and Future Helistop Locations

Underlying Development Approved in MIMP

As part of the overall development program for the Seattle Children's Hospital MIMP, the City Council approved the relocation of the existing on-grade helistop to a rooftop location in the western area of the campus (see Figure 2 Development Phases Identified in the Compiled Master Plan).

The proposal is now to locate the helistop on-grade north of the approved Phase 1 building. The location would be 46 feet farther south and 58 feet farther east than the location approved in the MIMP, and at a ground location 95.5 feet lower than the approved rooftop location. Accordingly, the change from the rooftop helistop location approved in the MIMP to the current proposal requires a determination as to the nature of the change, detailed above and if the change is subject to an amendment, as required in SMC 23.69.035.

As part of the Master Plan development, a series of conditions were imposed on development in the portion of the campus covered by the MIMP. None of those conditions would be affected by the relocation of the helistop in the proposed ground location.

Advisory Committee's Review Process

As part of the Amendment process, SMC 23.69.035.C and rules governing Notices of Interpretation under SMC 23.88.020.D require that the Standing/Citizen's Advisory Committee, or **SCAC/CAC**, receive notice of the request and an opportunity to comment on whether the amendment should be deemed Exempt, Minor or Major Amendment. The Advisory Committee is also given an opportunity to recommend what conditions (if any) should be imposed if the recommendation is that the project is a Minor or Major Amendment. The Director then determines whether the amendment is minor or major according to subsections D and E of this section.

The October 15, 2010 letter from the Seattle Children's SCAC did not comment on whether the amendment should be deemed Exempt, Minor or Major Amendment.

The Laurelhurst Community Club made a request on August 10, 2010 for three interpretations of the Land Use Code, the first regarding the "Phase 3 Bed Unit South" project, asking "1. Does the accelerated development of Phase 3 Bed Unit South in place of Phase 1 Bed Unit North require a major amendment to SCH's adopted MIMP? They also asked "2. Does the development of a new helistop that serves Bed Unit South require a major amendment to SCH's adopted MIMP?" The third request was "3. Does the new helistop that serves Bed Unit South require a new Council Conditional Use permit?" The first request was the subject of a Director's Interpretation issued concurrently with the MUP 3011377 decision on October 28, 2010. The second two requests are the subject of a separate interpretation to be issued concurrently with the Director's Decision on the MUP for the helistop.

Advisory Committee Recommendation: The SCAC, in considering the potential location of the helistop on the top of the Phase I building, recommended:

- If an alternative to the current proposal (top of Phase 1) is found to be acceptable, evaluate the interim relocation of the helipad to the Phase I surface parking area on the north half of the present Laurelon Terrace site.
- Based on the results of the helipad study, evaluate other permanent locations for the helipad.
- Include mitigation of the impacts upon adjacent homes, including shielding the landing lights from the helicopter landing pad so that they are not directed towards adjacent residences.

The SCAC received an initial presentation of the project by Seattle Children's and their architects on October 14, 2010. The proposal presented by Children's was to locate the helistop on a ground location north of the Phase 1 building as an interim location. Children's indicated that it was their intent, at the time they were ready to proceed with the development of a Diagnostics & Therapeutic (D&T) building on the land north of Phase 1, to move the ground helistop to a temporary location on the top of the Phase 1 building, and then to a permanent location on the top of the future D&T building.

The SCAC developed a preliminary comment letter dated October 15, 2010. In it, the SCAC stated their appreciation to Children's for proposing an interim location for the helistop that is generally aligned with the initial recommendations of the SCAC. The SCAC noted that they would make further comments once the Addendum information is available.

On January 6, 2011, DPD issued the Addendum for the relocation of the helistop and sent copies to the SCAC members for their continued discussion on the proposed development, including the scope and details of moving the helistop. The SCAC met on January 18, 2011 to discuss the proposal. During the discussion, the potential change in helicopter noise was raised and it was verbally suggested that noise mitigation be considered such as increased landscaping. At the end of the discussion, the SCAC said they had no further comments to add to their previous submitted comment letter and did not submit a second letter.

Conclusions

Based upon a review of the proposal, the criteria under SMC 23.69.035, the review and comment by the SCAC and staff review of the proposal, and the conclusions reached in the Director's Interpretation No. 10-003-B dated February 17, 2011, the ground location of the helistop north of the Phase 1 development in lieu of the rooftop location on top of the Phase 1 development approved in the 2010 MIMP is hereby **APPROVED as an EXEMPT AMENDMENT**. The basis for the interpretation is described in detail in Interpretation No. 10-003-B.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the Final Environmental Impact Statement (EIS) for the Seattle Children's Hospital Major Institution Master Plan, published November 10, 2008, the Revised Final EIS issued in May, 2009 limited to land use and housing, the Addendum to the Final EIS for the Seattle Children's Hospital Major Institution Master Plan issued January 6, 2011, as well as comments received from the SCAC. This decision also makes reference to and incorporates the project plans submitted with the project application on October 28, 2010 and revised thereafter. The information in the Addendum, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this decision and conditioning.

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

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: *"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of the potential impacts is appropriate. The Addendum provides additional or updated information regarding the environmental impacts of the proposed relocation of the existing helistop for noise, light and glare, transportation, parking, and plants.

Helistop Construction Impacts

It is anticipated that construction of the proposed relocated helistop would occur concurrently with the construction of the parking lot for the Phase 1 building. Beyond the impacts already disclosed for the construction of Phase 1 and the parking lot, there would be additional impacts caused by truck traffic associated with hauling excavation materials off-site as well as importing fill material on-site for the helistop.

Construction of the helistop will require up to 800 cubic yards of cut and up to 1200 cubic yards of fill. Depending on the suitability of the existing material for use for foundations, a portion, or all, of the fill may come from other areas of the Children's campus. For the purpose of analyzing potential maximum truck traffic, we have assumed that all excavated material would need to be transported off site, and all fill material would need to be imported. With each truck capable of holding 20 cubic yards, 40 truck trips would be required for removing excavated materials, and 60 truck trips would be required for importing fill material. The same trucks would be used for moving soil offsite and bringing new soil onsite. In other words, one truck would come to the site carrying new material, dump the material in a stockpile area, be filled with material to be moved offsite, and then drive off site to dump the unusable material and be filled with new material. This would result in a maximum of 60 truck trips at an average of 5 to 6 per day. If all of the material needed to be transported offsite and all new material needed to be imported, construction traffic could occur for up to two weeks.

The construction of the ground helistop may increase the duration of truck traffic from the estimated 1.5 months for Phase 1, to a total of 2 months. The anticipated total of 2 months would be less than the 5 month duration predicted in the FEIS for Alternative 7R. To minimize impacts from additional truck trips, it is appropriate to include conditions on construction timing, the timing of truck deliveries, access by workers and equipment to the site, and protection of existing street and sidewalk conditions. See SEPA Conditions at the end of this Decision.

There may also be additional noise from construction equipment and air quality impacts from dust and equipment emissions. The City Council included conditions in the MIMP approval on noise and air quality that are expected to minimize any additional impacts. Those conditions will also apply to the construction of the helistop.

Helistop Operation

Helicopter flights are only used when the time saved in transporting an ill child would make a critical difference in the child's care and recovery. Landings directly at Children's are limited to critically ill and/or unstable patients for whom immediate pediatric care or intervention is indicated. Other landings are made at the University of Washington Intramural Field approximately one-half mile to the west, or to Boeing Field, and then the patient is transported by ambulance.

In 2009, there were 69 helicopter landings at Children's. This number is anticipated to increase to 71 landings per year by 2020, and 77 landings per year by 2030. Relocating the helistop within Children's campus is not anticipated to either increase or decrease the number of landings per year.

Noise

For the Addendum, two additional receptors, designated R13 at the NE Corner of the Talaris Conference Center and R14 at 40th Ave NE and Terrace Dr NE, were identified and included in the noise analysis. Two of the original locations included in the Final EIS, R1 and R2 on Laurel Terrace which were from the 1991 FEIS, would no longer be applicable because receptors R1 and R2 would be contained within the CHRMC property.

The Alternative 7RA location would have been closer to the western edge of the Children's property than the existing location in the center of the campus, so aircraft would be earlier in their initial ascent and therefore at a lower altitude when flying past receptors to the west of the hospital. The aircraft would also be a shorter horizontal distance to receptors such as R13 and R14. If the helistop location was not moved (and no construction occurred), Average Day DNL would increase by approximately 1 dBA, solely due to the increase in average daily flight operations relative to the existing condition for all proposed conditions.

In comparison to the Alternative 7RA location, the proposed ground location would be 46 feet farther south and 58 feet farther east than the location approved in the MIMP, and at a ground location 95.5 feet lower than the approved rooftop location. The potential flight paths for the different helistop locations are shown in figures included in the FEIS (Figure 3.5-2 Modeled Flight Tracks for Existing Helipad and Figure 3.5-11 Modeled Flight Tracks for Proposed Helistop Location – Alternative 7) and in the Addendum (Figure 3.1-1 Modeled Flight Tracks for Existing Helistop and Figure 3.1-3 Ground Location 1 Typical Flight Tracks). One can compare the flight paths that are currently used for the ground location in the center of the campus with those analyzed in the FEIS for Alternative 7, and in the Addendum for the ground location north of the Phase 1 building. For the ground location north of Phase 1, it can be seen that the flight path to and from the west along NE 45th Street would move to the north of the office buildings located at the intersection of NE 45th Street and Sand Point Way NE and enter the campus on a diagonal, rather than continuing east above NE 45th Street and entering the campus on a more northerly path. The reason for the change is the location of the Phase 1 building would require a helicopter pilot to go up and over the building to land and take off were they not to use a more diagonal flight track.

Table 2 provides a comparison of the predicted noise levels for the Alternative 7R and proposed ground locations relative to existing conditions. In comparing the proposed Ground Location 1 with the impacts identified for the Alternative 7RA helistop location, the noise levels (Lmax) would be higher by 1 to 6 decibels at two receptor locations (R8 and R14) and lower by 2 to 11 decibels at eight receptor locations (R3, R4, R5, R7, R9, R10, R12, and R13). Noise levels would remain the same at two receptor locations (R6 and R11). The reason for the change in noise levels when the helicopter is heard from the ten receptors is the change in flight paths as described above. As the change in noise levels is due to the change in flight pathways to access the helistop, no mitigation for the increase in noise levels at the two locations (R8 and R14) is feasible.

Table 2
Comparison of Noise Levels for Existing, Alternative 7R and Ground Location 1

ID	Receptor Address	L _{max}			
		Existing	7R	Ground	Change Between 7R and Ground
R1	Laurelon Terrace, northernmost building	85	NA	NA	NA
R2	Laurelon Terrace, south of R1	81	NA	NA	NA
R3	4323 NE 45th St.	73	75	67	-8
R4	4546 45th Ave. NE	73	77	72	-5
R5	4554 45th Ave. NE	76	77	74	-3
R6	4702 45th Ave. NE	89	84	84	0
R7	4200 NE 50th St.	89	87	85	-2
R8	4545 Sand Point Way	87	86	92	6
R9	4412 43rd Ave. NE	75	76	68	-8
R10	4415 43rd Ave. NE	77	77	69	-8
R11	4720-4724 44th St. NE	90	86	86	0
R12	4530 45th St. NE	72	75	70	-5
R13	Talaris NE Corner	84	86	75	-11
R14	40th Ave NE/Terrace Dr NE	80	86	87	1

Light and Glare

Exterior lighting will be designed to maintain safety and security on the site while minimizing light trespass. Lighting will be designed to reduce the development impact on the nighttime environment of the neighborhood in accordance with SMC 23.45.570 I and Section IV.D.13 of the MIMP. This will be accomplished by:

- Implementing a lighting system with minimum foot-candle levels but high uniformity of lighting levels in pedestrian and vehicle areas.
- Reducing glare by using shielded full cut-off luminaires and directing illumination away from adjacent properties.
- Reducing sky-lighting by eliminating the use of up-lighting between the hours of 11:00 PM and 5:00 AM.
- In accordance with the street vacation public benefit features, enhanced pedestrian safety and vehicular lighting design will use the Crime Prevention through Environmental Design (CPTED) Strategies.

Lighting at the helistop would consist of:

- Eight (8), LED perimeter imbedded in the landing area (12.5 watt)
- Four (4) flood (75-watt) attached to the vertical edge of the landing area
- Obstruction lights (LED 57-watt) - locations to be determined

- A lighted wind indicator (150-watt) - location to be determined.

There would be no uplighting at the helistop. All lights were chosen and positioned to minimize glare and to be the lowest wattage possible. This minimal lighting strategy is used to maintain pilots' night vision. However, this strategy also helps minimize impacts to surrounding uses.

The helistop would be connected to the new Emergency Department via a 10-foot wide paved pathway that would transition to a pedestrian bridge to connect directly to Level A of the building. The doorway from the building to the pedestrian bridge would be secured and used only for transporting patients from the helistop. The pathway would be lit only during times of patient transport.

The affects of the helistop lighting would only be noticed during the hours of darkness. Data for the first six months of 2010 (January to June) showed a total of 25 landings, with an average of two daytime landings and two to three nighttime landings (between 7 pm and 6 am). For the six month period, 13 landings occurred during nighttime hours. Two months (January and May) had a total of 6 landings in each month, and on two days (January 28 and May 12), there were two landings. April had the fewest number of landings, with two landings, one of which was during the nighttime hours. Lighting would be turned on when the hospital is notified of a pending transfer. The lights would remain on until the helicopter has departed. On average, the lighting would be on for a period of approximately one hour for two to three times per month. This additional lighting would be within the surface parking area already approved with nighttime lighting and would result in similar light and glare impacts to those described in the EIS Addendum for the Phase 1 development project.

To ensure that the lighting does not spill off site onto adjacent properties, it is appropriate to add conditions to the permit approval prohibiting uplighting, requiring that lighting be directed away from adjacent properties, and requiring the use of cut-off luminaries. See SEPA Conditions at the end of this Decision.

Transportation and Parking

Access Operations: Access for Phase 1 of Alternative 7R was proposed via two driveways along 40th Avenue NE. Relocation of the helistop to the ground location north of the Phase 1 building will not affect the site access or the internal connection described above. The location of the relocated helistop would require the elimination of 11 of the planned 201 new surface parking spaces. If the surface parking lot is heavily used, the reduction of 11 spaces could have the effect of increasing the number of drivers who use the internal connection to drive to one of the parking garages after finding the surface lot full. The surface lot will contain 190 spaces, so the potential number of additional internal campus trips is anticipated to be low. Use of the internal connection would have less impact on area traffic than if the drivers were to exit the lot and drive on surface streets to reach the other parking areas. No mitigation is needed.

Parking: Relocation of the helistop to the ground location north of the Phase 1 building would require the elimination of 11 of the planned 201 new surface parking spaces. The total peak parking demand estimated for the entire Children's facilities, including the approved Phase 1, would remain the same at approximately 2,200 spaces. The parking demand would exceed the on-site supply of 1,652 spaces, requiring Children's to continue leasing spaces off-site. If Children's were to continue leasing 740 spaces, the combined parking supply of 2,392 spaces would fully accommodate the approved Phase 1 parking demand, and create a parking space surplus of 192 spaces. The parking demand for the

approved Phase 1 of 2,200 spaces may allow Children's to reduce the number of spaces it leases off-site. No mitigation is needed for parking.

Transit and Shuttle: During use of the helistop, vehicular and pedestrian traffic would be stopped at the entrances for up to one hour while the helicopter is on the ground. This could delay pedestrians reaching the transit and shuttles, or delay shuttle access to the campus. Because the helicopter landings are not scheduled and are only used when the time saved in transporting an ill child would make a critical difference in the child's care and recovery, it is not possible to predict with more than one hour advance notice that a helicopter is coming in to land. The average of approximately 6 landings per month is not expected to cause frequent delays to pedestrians or shuttles. Shuttle drivers would be aware of the potential delay, would be notified of the incoming flights, and would be able to inform their passengers that a delay may occur. No mitigation measures have been identified.

Plants

Relocating the helistop to the north parking lot will require revisions to the landscaping that was proposed in the MUP application for the Phase 1 Development, however it will not affect any of the 20 trees or shrubs that were found to be "exceptional". Those 20 will continue to be protected in place.

The flight path to the ground level helistop will require trees that will not achieve tall mature heights. Plan sheet L1.00 in the MUP application for the helistop relocation provides a list of proposed plant materials and a revised landscaping plan. The list includes tree species that will be compatible with the flight path and still provide screening for the parking lot areas.

No impacts to existing plants are anticipated and no mitigation measures are required.

Summary

In summary, the anticipated impacts from the proposed helistop relocation would be similar to the anticipated impacts disclosed in the Final EIS. Seattle City Council Ordinance No. 123263, adopted April 5, 2010, and included in Appendix of the Compiled Final Master Plan, imposed a number of conditions as a part of its approval of Children's Major Institution Master Plan. Those conditions remain.

While it is anticipated that construction of the helistop would occur concurrently with the construction of the parking lot for Phase 1, the construction would be performed under a separate MUP, and could occur later in time. In order to prevent or minimize the identified impacts to traffic and transportation during construction, SEPA conditions are included below.

Relocating the helistop from a rooftop location to the ground location will create a new light source. To prevent the lighting from spilling offsite onto adjacent properties, it appropriate to condition the lighting as listed below.

The relocation of the helistop will result in a change in existing flight paths. This change will increase noise levels to two receptors and reduce noise levels for eight receptors as compared to the predicted noise levels for Alternative 7R. As the change in noise levels is due to the change in flight pathways to access the helistop, no mitigation for the increase in noise levels at the two locations is feasible.

DECISION – SEPA

Based on the impacts disclosed in the Addendum on the Relocated Helistop, some additional SEPA conditions are warranted. The application is **APPROVED, with conditions** as follows.

During Demolition, Grading and Construction

Transportation

1. The majority of construction activities will be limited to between 7:00 a.m. and 6:00 p.m. on non-holiday weekdays. Construction activities outside of these hours or on weekends would be coordinated with the City of Seattle and King County Metro and would be limited.
2. Construction-related truck trips shall not occur during the time periods of 6:00 – 9:00 am and 4:00 am – 7:00 pm.
3. Construction workers will be required to park off-site at a designated temporary parking lot. A private bus/shuttle service will be used to transport workers to the project site.
4. Workers will be encouraged to carpool or use alternative modes.
5. Trucks will enter the construction area via Sand Point Way NE and will be routed south along 40th Avenue NE to NE 45th Street.
6. Deliveries will be scheduled outside of the peak commute period and on non-holiday weekdays.
7. Flaggers will be used at the construction site entrances along Sand Point Way NE, 40th Avenue NE, and the corner of 40th Avenue NE and NE 45th Street.
8. The contractor will perform video recording of the existing street conditions and routine visual inspection of roads and sidewalks adjacent to the construction site. Repairs of any damage caused by construction will be made.
9. Pedestrian sidewalks along Sand Point Way NE, NE 45th Street and 40th Avenue NE will remain open as much as possible. Safety signage and flaggers will be used to assist the public during sidewalk closures to complete the necessary non-motorized enhancements along the Sand Point Way NE and 40th Avenue NE frontage.

During the Operation of Helistop

Light and Glare

10. Select the lowest feasible wattage lighting and position all lighting related to the helistop to minimize glare.
11. Use shielded full cut-off luminaries and direct illumination away from adjacent properties.
12. No uplighting at the helistop shall be permitted.

Signature: _____ (Signature on file) Date: February 17, 2011
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development
Land Use Services

CRV:bg

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