Seattle Children's®

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Major Institution Master Plan Annual Report 2018

MIMP Annual Status Report

I. Introduction

A. Name of Institution: Seattle Children's Hospital

B. Reporting Year: 2018

C. Major Institution Contact Information:

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D. Master Plan Adoption Date and Date of Any Subsequent Amendments:

Master Plan: April 2010

II. Progress in Meeting Master Plan Conditions

A. Provide a general overview of progress made in meeting the goals and conditions of the approved Master Plan

In April 2010, the Seattle City Council adopted Seattle Children's Major Institution Master Plan (MIMP) for its Hospital Expansion Project. On November 29, 2010, the Department of Planning and Development (DPD) approved Children's Master Use Permit (MUP) for Phase 1 of the Project on the western portion of its expanded campus. The Phase 1 Project is a seven-story structure above grade, plus one story partially below grade, and another story entirely below grade. The Project, which received its first patients in April 2013, consists of 329,087 gross square feet and houses inpatient beds, faculty/staff work space, lobby space, the relocated emergency department, a kitchen, loading dock and mechanical space. Approximately 186 surface parking stalls were constructed north and south of the new building. Included in this report are the Council MIMP conditions with a brief narrative statement explaining progress and strategies used in meeting the conditions, and when applicable, what measures will be pursued in the future to reach compliance.

On May 4, 2018, DPD's successor, Seattle Department of Construction and Inspections (SDCI) issued its decision to approve Seattle Children's MUP application number 3028028 for Phase 2 (also referred to as "Building Care" and "Forest B") expansion on its Laurelhurst campus. The

Phase 2 Project is a 328,684 square foot building with one story entirely underground, one story partially underground, and seven stories above ground. It will house a new lobby, clinical laboratory, pharmacy, operating rooms and associated support spaces, outpatient clinic and infusion center, and inpatient beds. Construction on the project began on December 3, 2018. The project is situated directly north of, and adjacent to Phase 1. It also provides, on three underground levels, approximately 300 parking stalls and displaces approximately 185 existing surface parking spaces. The project is expected to be ready for patients in the spring of 2022.

Please see Attachment I (Council MIMP Conditions).

III. Major Institution Development Activity Initiated or Under Construction within the Major Institutions Overlay (MIO) Boundary during the Reporting Period.

A. List and Describe Development Activity Initiated or Under Construction within the MIO Boundary during the Reporting Period.

Phase I, as noted, was completed in 2013 and included several floors (FA.5, FA.4, FA.3, FA.2 and a portion of L1) that were left shelled for future development. Since that time, 64 additional acute care and critical care beds have opened on FA.5 and FA.4; in addition, FA.2 has been built out as workspace for physicians and nursing leaders. In 2016, work was completed on FA.3, creating 32 additional acute care beds and, finally, a new kitchen opened on FA.L1. With the completion of those projects, Forest A is now fully built-out. Other improvements were made on the Laurelhurst campus during 2018. None of the projects undertaken in 2018 resulted in the consumption of any MIMP square footage. During 2017, construction began on the Seattle Children's North Clinic, which opened in summer 2018, on the Providence Regional Medical Center's Everett Colby Campus. This approximately 35,000 square foot facility was envisioned in the Seattle Children's Strategic Plan and will help direct outpatient activity closer to the places where our patients live. The North Clinic provides a variety of specialty care services, as well as walk-in urgent care.

As previously referenced, planning work continued in 2018 on Forest B, a nearly 330,000 square foot diagnostic and therapeutic building with approximately 300 underground parking spaces on the hospital's main campus. Forest B was the topic of several Standing Advisory Committee (SAC) meetings, held on June 12, July 18, and August 14, 2017. At the end of the series, SAC members prepared a comment letter for the Seattle Department of Construction and Inspections (SDCI). On August 18, 2017, Children's submitted Master Use Permit application 3028028 for the Forest B building. As a follow up, the SAC met on June 19, 2018 and in that session ZGF, the project architect, presented preliminary designs for the building exterior and site circulation. In addition, representatives of Sellen Construction reviewed the Construction Management Plan with SAC members for their feedback.

"Table A" shows projects completed or started in 2018. All of the projects listed in "Table A" are within existing space and therefore do not draw down MIMP footage.

"Table B" shows changes to the amount of new development that will be allowed under the MIMP after the deduction of recent project square footage.

TABLE "A"

Projects Begun During 2018

Project	DPD Project #	DPD Permit Dates	Square Footage
Sterile Processing Department upgrades	6609111	Issued 02/22/2018	5,300 sf

TABLE "B"

Seattle Children's MIMP Development Square Footage to Date

	Square Footage
Approved MIMP Area	**2,125,000**
Existing Constructed	1,198,007
Constructed in 2018	0
Committed for MIMP Phase 2	328,917
Available for Future Development	**598,076**

B. Major Institution Leasing Activity to Non-Major Institution Uses

Children's leases approximately 3,000 square feet to Starbuck's Coffee to provide food and beverage sales as a service to visitors and staff.

At the beginning of 2013, Children's owned 9 single-family homes around the perimeter of the main campus as part of its mitigation of the proposed expansion. During 2013, five of those homes were sold to members of the community at fair market value. Two more were sold during 2014. On November 22, 2017, Children's sold one of the two remaining hospital-owned homes. The last home continues to be leased for residential use by a tenant unrelated to Children's.

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

A. Children's purchased the property at 4575 Sand Point Way NE on September 15, 2000. The building is also referred to as the Sand Point Professional Building or the Hartmann Building. Beginning in 2004, Children's has occupied this property for outpatient and support services.
B. Children's leases a combined total of 20,309 square feet at 4500 Sand Point Way NE,

at the Springbrook Professional Building and 4540 Sand Point Way NE, also at the Springbrook Professional Building, for use as outpatient clinics and support space.

C. In March 2017, Children's purchased the 4.4-acre Center for Spiritual Living campus, located at 5801 Sand Point Way NE, Seattle 98105, approximately one mile north of the hospital campus. The property has approximately 50,000 square feet of assembly and classroom facilities. The church vacated the facility in September 2018 and Children's became the sole occupant, renaming it "The Sand Point Learning Center" (SPLC.) Children's is using the SPLC for staff training, simulation and some community health-related events. Children's submitted an Administrative Conditional Use Permit application (Project #3027946) to the Seattle Department of Construction and Inspections (SDCI) to allow a change of use on the existing structure from a religious facility to a vocational school. SDCI published its decision to grant the Administrative Conditional Use Permit on July 12, 2018.

D. In June 2017, Children's leased 3,813 square feet of office space on the second floor of the Lakeview Medical Dental Building located at 3216 NE 45th Place, Suite 200, Seattle, Washington for use as medical support space.

E. In June 2017, Children's purchased the 12-unit Gemma Mae apartments located at 4511, 4517, and 4603 40th Avenue NE, Seattle WA 98105. Gemma Mae is located directly across 40th Avenue from the entrance of the hospital's emergency department. The apartments have been updated with new windows, furnaces and some interior finishes. It will be maintained as rental apartments for the foreseeable future.

F. In January 2018, Children's purchased the former Wells Fargo Bank branch located at 4568 Sand Point Way NE. and leased the street level of the facility to Sellen Construction for use as a field office. The basement is being used by both the hospital and Sellen Construction.

V. Progress in Meeting Transportation Management Program (TMP) Goals and Objectives

A. Provide a general overview of progress made in achieving the goals and objectives contained in the TMP towards the reduction of single-occupant vehicle (SOV) use by major institution employees, staff and/or students.

B. In 2017, Children's workforce completed the every-other-year Commute Trip Reduction (CTR) Survey for seven affected worksites, and achieving the required completion rate. The findings of the 2017 survey for the hospital show a decrease in SOV use from 37.3% to 32.5%. This represents a 4.8% drop, and the largest decrease in Single Occupancy Vehicle (SOV) use since 2007. It is greater than the last ten years of benchmark progress combined. A SOV rate of 32.5% is within striking distance of the MIMP goal of 30% drive-alone rate. The next survey will be conducted in the fall of 2019.

C. In addition, list each goal and objective and provide a brief narrative statement about the progress made towards compliance. This statement should include information explaining progress made (ranging from compliance, partial-compliance to non-compliance) and strategies used (successful or unsuccessful) in meeting the goal or

objective plus, when applicable, what future measures will be pursued to reach compliance.

1. *Guaranteed Ride Home*

In compliance with the TMP, Children's has a Guaranteed Ride Home program which offers emergency taxi rides home to employees who use an alternative mode of commuting. 2018 was the first full year of operationalizing innovations with Lyft. Improvements were made to this program in 2017 in response to chronic customer service issues with the long-standing taxi vendor and reconciling internal business and financial control challenges. Children's launched a 3-month pilot with Lyft, a ride hailing company, to provide similar service. The pilot included integrating Lyft service within Children's enterprise-wide commute management platform, Luum. The pilot was extremely successful on several dimensions. It delivered predictable dispatch and wait times for the customer and significantly improved business and financial controls, which resulted in greater than 20% savings from the previous model. Since the pilot met its objectives, this new process and vendor have been operationalized.

2. Transit Subsidy Program

For decades Children's provided a transit fare-subsidy program, the Orca Passport, widely considered the "gold standard" of transit passes. Children's ORCA Passport subsidy covers 97% of bus, ferry, and rail costs as well as 50% of vanpool fees. In 2018, Children's spent over $2 Million to provide Orca transit passes to 5,500 staff and faculty members.

In 2018, Children's 10-year investment in funding additional transit trips serving the hospital through a partnership with Metro Transit expired. Children's was the first and last remaining employer to invest in the Metropolitan King County Council-approved "Transit Now" partnership. Children's supported renewal and revisions of this service contract with Metro Transit. However, Metro Transit had no contractual mechanism to extend the time period of this partnership. Also, Metro's service capacity was constrained by its limited inventory of buses and drivers. The majority of the additional service remains on Metro route #65. The current level of frequent all-day service, at no less than 15 minute headways (measurement of the time between vehicles), is Metro's standard service level.

Shared Bus Stop Pilot. In 2018, Children's collaborated with King County Metro Transit and the City of Seattle on an innovative, 6-month pilot project which was the first of its kind in the nation. The pilot project was designed to measure the operational efficacy of private shuttle operators stopping at selected Metro Transit bus stops. The hypothesis was that Children's staff would reduce frequency and reliance on driving

alone if they could connect to Children's shuttles more conveniently. As one positive outcome, staff would use Metro services more often because they would end up using whichever service arrived first. The first phase of the pilot sought to determine if it was operationally feasible for shuttles and buses to operate within the same space. After the six month trial period, the pilot project was extended for another year. Third-party data collection and analysis was shared in a report published by Seattle Department of Transportation (SDOT) that indicated that operational feasibility was successful at various Metro transit stops. Children's shuttles are currently permitted to use five Metro Bus stops: NE 45th Street & Mary Gates Memorial Drive, NE 45th Street & Union Bay Place NE, Montlake Boulevard NE & NE Pacific Place (Bay 3), Sand Point Way NE & NE Windermere Road, and Sand Point Way NE & 40th Ave NE (permitted for but not currently using).

Private Park and Ride Lots. In an effort to encourage greater transit ridership, in late 2018 Children's identified and leased two private parking lots north of NE 100th St for employee use. These park and ride lots were selected for their proximity to Metro Transit bus routes #65 and #75. Employees drive to these lots, park and take the bus to Children's Hospital and other worksites in northeast Seattle. The availability and use of the two park and ride lots began in late 2018 so utilization information is not yet available.

3. Children's Other Transportation Incentives

Commute Bonus: Children's offers multiple commute options and incentives for its employees. Nationally and regionally, Children's is recognized for its leadership, innovation and performance metrics in reducing its workforce SOV rate. One of the defining features of the program is the Commute Bonus. Children's workforce members earn a $4.50 commute bonus per day for using the following commute modes: bicycling, walking, telecommuting, carpooling and vanpooling. In addition, bicyclists receive an annual subsidized bike tune-up, safety training, and other classes.

Shuttle Service: One of the most significant investments Children's makes to support alternatives to driving alone is its employer-owned and managed shuttle system that transports our workforce to dispersed worksites and major transit hubs in the region. In 2016, concurrent with Link light rail service opening at UW Station, Children's designed and implemented a new shuttle line, called the *Gold Line*. The Gold Line was designed to attract new markets originating south of the Ship Canal and to take advantage of the fast, frequent and reliable service with Sound Transit's Link Light Rail system. Link light rail has the capacity and frequency to deliver 600 people to and from downtown every six minutes during peak periods of operation. Link travel time and frequency created a compelling and competitive alternative versus commuting by car. Children's investment in the Gold Line is a strategic opportunity to reduce commute trips to and

from the hospital and other work sites. In 2018, the Gold Line remains the most popular shuttle line in the history of Children's shuttle operations, carrying over 200 passengers a day. We expect our ridership to grow, especially when three additional Link stations open in 2021. Meanwhile, the *Green Line* shuttle continues to connect Children's Hospital to the Children's downtown worksites every 20 minutes mid-day. The *Purple Line* connects the hospital with the University District, filling the gaps created from the lack of direct bus service connecting from the University District to Children's worksites north of the Ship Canal. All Children's shuttle schedules appear on Children's web and mobile sites via *One Bus Away.*

Company Bike Program: Since 2008, the company bike program loans fully-equipped commuter bicycles to employees who commit to bike to work at least two days a week, year-round. The company bike program has more than 230 bikes in circulation. Since its opening in 2015, Children's on-site staff bicycle service center provides bike repairs and offers classes with predictable service hours. The bicycle service center complements the company bike program and is designed to attract additional bike riders.

Bike Sharing: 2018 was a transformative year for dockless bike sharing in Seattle. Three private sector bike share companies came to the market: LimeBike, Ofo, and Spin. Jump entered the market in Late 2018. At this time, Ofo and Spin have ceased operations. Children's is supportive of bike share as a commute option. Dockless bike sharing is an important first and last mile option for our employees and visitors.

Attachments

I. Council MIMP Conditions
II. Seattle City Council Transportation Committee Update

I. Council MIMP Conditions

COUNCIL MIMP CONDITIONS

Seattle City Council Ordinance No. 123263, adopted April 5, 2010, and included as Appendix D to this Master Plan, imposed the following conditions as a part of its approval of Children's Major Institution Master Plan. Current status of each of the conditions is as noted.

1. Total development on the existing and expanded campus shall not exceed 2,125,000 gross square feet, excluding above and below grade parking and rooftop mechanical equipment. **Children's is in compliance with this condition. To date, when projects have been completed and/or initiated, the square footage is deducted. Approximately 598,076 square feet is available for future development.**

2. The Floor Area Ratio (FAR) for the expanded campus shall not exceed 1.9, excluding below grade developable floor area, below-grade parking structures and rooftop mechanical equipment**. Children's is in compliance with this condition. The Phase 1 Project met this FAR requirement. The Phase 2 design meets this FAR requirement.**

3. No more than 20% of the land area within the MIO, approximately 264,338 square feet, may include structures that exceed 90 feet in height. No more than 10% of the land area within the MIO, approximately 142,596 square feet, may include structures that exceed 125 feet in height. No structure in the MIO shall exceed 140 feet in height, excluding rooftop mechanical equipment. **Children's is in compliance with this condition. The Phase 1 Project met these height requirements. The Phase 2 design meets these requirements.**

4. MIO heights shall be measured in accordance with SMC 23.86.006 as now or hereafter amended. **Children's is in compliance with this condition. The Phase 1 Project met this height measurement requirement. The Phase 2 design meets these requirements.**

5. Children's shall amend Section IV.D.1 of the Master Plan to add upper level setback 80 feet deep, applied to portions of buildings higher than 50 feet, along the western edge of the expanded campus on 40th Avenue Northeast from Sand Point Way Northeast south to Northeast 45th Street, and 30 feet deep on Sand Point Way from 40th Avenue Northeast to Penny Drive. **Children's is in compliance with this condition. These setbacks were added to the Compiled Master Plan (approved May 12, 2010). The Phase 2 design meets this requirement**

6. Children's shall amend Section IV.D.1 and Master Plan Figure 50, "Proposed Structure Setbacks," to increase the south setback to 75 feet along the entire Northeast 45th Street boundary. **Children's is in compliance with this condition. These setbacks were added to the Compiled Master Plan (approved May 12, 2010).**

7. Children's shall amend Section IV.C.1 of the Master Plan to expressly prohibit above-ground development within the setback areas, as shown on revised Figure 50, except as otherwise

allowed in the underlying zone. **Children's is in compliance with this condition. The Compiled Master Plan (approved May 12, 2010) was amended to include this prohibition. The Phase 2 design meets this requirement.**

8. The Hartmann site as originally proposed in the MIMP is not included within the MIO boundary and is not subject to this MIMP. **Children's is in compliance with this condition.**

9. A minimum of 41% (being 507,000 square feet) of the combined total area of the expanded campus shall be maintained as open space. **Children's is in compliance with this condition.**

In addition:
a. Open Space should be provided in locations at ground level or, where feasible, in other spaces that are accessible to the general public. No more than 20% (being 101,000 square feet) of the designated 41% open space, shall be provided in roof top open spaces. **Children's is in compliance with this condition.**

b. Open Space areas shall include existing and proposed ground level setback areas identified in the Master Plan, to the extent that they meet the criteria in the proposed Design Guidelines. **Children's is in compliance with this condition.**

c. The location of open space, landscaping and screening as shown on Figure 42 of the Master Plan may be modified as long as the 41% figure is maintained. **Children's is in compliance with this condition.**

d. To ensure that the 41% open space standard is implemented with the Master Plan, each planned or potential project should identify an area that qualifies as Open Space as defined in this Master Plan. **Children's is in compliance with this condition.**

e. Open Space that is specifically designed for uses other than landscaped buffers or building setback areas, such as plazas, patios or other similar functions, should include improvements to ensure that the space contains Usable Open Space as defined under SMC 23.84A.028. **Children's is in compliance with this condition.**

f. Open space shall be designed to be barrier-free to the fullest extent possible. **Children's is in compliance with this condition.**

10. For the life of the Master Plan, Children's should maintain open space connections as shown on Figure 56 of the Final Master Plan, or similar connections constituting approximately the number and location of access points as shown in the Master Plan. During the review of all future buildings, Children's should evaluate that building's effect upon maintaining these connections. If Children's proposes to change the open space connections from surrounding streets from that shown on Figure 56, it shall first provide notice to DPD and DON, and formally

review the proposed changes with the SAC. After a review with SAC members, Children's announced a replacement connection on the east side of its campus, in approximately the same location shown on Figure 56 of the Final Master Plan. The ADA-compliant, lighted connection opened in 2017. **Children's is in compliance with this condition. The Phase I Project met these open space connection requirements. Phase 2 meets this requirement.**

11. The City's tree protection ordinance, SMC 25.11, applies to development authorized by this MIMP. In addition, to the extent feasible, any trees that exceed 6 caliper inches in width measured three feet above the ground and that are located within the Laurelon expansion area shall be used on Children's campus. **Children's is in compliance with this condition. Children's identified trees on the Laurelon Terrace site that exceeded six caliper inches in width and measured three feet above the ground. DPD approved Children's plan in accordance with this condition, including relocation, recycling, and protecting trees in place. DPD has given a Certificate of Occupancy for Phase 1 which included meeting this requirement. The Phase 2 work includes four trees that met this condition. The arborist diagnosed that two of the four these trees were too sick to relocate. The last two trees in good health are being relocated.**

12. Children's shall amend Section V.D, "Parking" on page 104 of the Final Master Plan to add the following at the end of that subsection: "As discussed in the TMP, the forecasted parking supply including the potential leasing of off-site spaces, exceeds the maximum allowed under the Land Use Code. Therefore, if Children's continues to meet its Transportation Master Plan goals, the Master Plan authorizes parking in excess of the Code maximum to minimize adverse parking impacts in the adjacent neighborhood." **Children's is in compliance with this condition. This language regarding "parking" was added to the Compiled Master Plan (approved May 12, 2010). Phase 1 added approximately 186 surface parking stalls north and south of the Phase 1 building. Children's landscaped the parking lot for visual relief and screening of the facility. Phase 2 includes removing those 186 surface stalls and providing approximately 300 new parking spaces inside the new underground parking garage scheduled to open in 2022. In addition, Children's removed two modular buildings north of Penny Drive. The site has been redeveloped and created approximately 75 new parking stalls, which opened in 2017.**

13. Children's shall amend Table 3 "Development Standard Comparisons" in the Master Plan to be consistent with all modifications to development standards made by this decision. **Children's is in compliance with this condition. The Development Standards Comparisons were corrected in the Compiled Master Plan (approved May 12, 2010).**

14. Prior to the submittal of the first Master Use Permit application for Phase 1, Children's must draft a more comprehensive set of Design Guidelines for planned and potential structures, to be reviewed by the Seattle Design Commission and approved by DPD. The Design Guidelines are not a part of this approved MIMP, but shall be an appendix to the Master Plan, and shall address issues of architectural concept, pedestrian scale, blank wall treatment, tower sculpting, night-time lighting, open space and landscaping, among others. **Children's is in compliance with this**

condition. Children's drafted and presented to the Seattle Design Commission and DPD a more comprehensive set of Design Guidelines that were approved by DPD on May, 7, 2010 and were incorporated into the Phase 1 Project and also the Phase 2 design. The Children's SAC used these guidelines to evaluate the proposed Forest B design prior to issuing its letter of support for the Forest B project.

15. Children's shall create and maintain a Standing Advisory Committee (SAC) to review and comment on all proposed and potential projects prior to submission of their respective Master Use Permit applications. The SAC shall use the Design Guidelines for their evaluation. **Children's is in compliance with this condition. Meetings regarding the proposed construction of Forest B were held during 2017. The SAC held one design review meeting on July 19, 2018 to review refinements of the new Forest B building.**

16. Prior to issuance of any MUP for any project under Phases 2, 3 and 4 of the Master Plan, Children's shall provide documentation to the Director and the SAC clearly demonstrating that the additional construction requested is needed for patient care and directly related supporting uses by Children's, including administrative support. **Children's provided documentation to SDCI demonstrating the need for the additional patient care space proposed for its Forest B building.**

17. The TMP will be governed consistent with Director's Rule 19-2008, or any successor rules. In addition, Children's shall achieve a 30% SOV goal at full build out of the MIMP. The 30% SOV goal shall be achieved in increments, as Children's moves from its 2013 current 38.5% SOV mode split to the 30% goal at build out of the MIMP. **Children's is in compliance with this condition. Children's Transportation Management Program (TMP) will continue to be enhanced as part of Phase 1 and Phase 2. Operations and key performance metric indicators show positive progress being made toward our SOV reduction goals. Children's enhanced TMP features innovative parking management, daily commute bonus for non-drivers, a fleet of company bicycles for those who commit to pedal to work, subsidized transit passes, and a comprehensive shuttle-to-transit system. In September of 2017, Children's administered, consistent with SDOT implementation guidelines, a benchmark survey designed to track progress against our SOV goal. The next survey will take place in the fall of 2019.**

18. No portion of any building on Children's extended campus shall be rented or leased to third parties except those who are providing pediatric medical care, or directly related supporting uses, within the entire rented or leased space. Exceptions may be allowed by the Director for commercial uses that are located at the pedestrian street level along Sand Point Way Northeast, or within campus buildings where commercial/retail services that serve the broader public are warranted. **Children's is in compliance with this condition. No portion of Phase 1 was, or is being rented or leased to third parties unless they are providing pediatric medical care or directly related to supporting uses. There are no third party leases in place for Phase 1 except**

an agreement with Starbucks to operate small coffee shops that provide food and beverages to hospital visitors and staff. No additional leases are anticipated in Forest B.

19. Before Children's may receive a temporary or permanent Certificate of Occupancy for any structure that is included in any phase of proposed development described on page 66 of the MIMP, DPD must find that Children's has performed either of the following options:

a. That Children's has submitted an application for a MUP for the construction of comparable housing, as defined below, in replacement of the housing demolished at Laurelon Terrace. In the event that Children's will construct more than one housing project to fulfill the housing replacement requirement, then Children's must have applied for a MUP for the first housing replacement project, which shall include no fewer than 68 housing units. A MUP application must be submitted for all of the remaining replacement units before a temporary or permanent certificate of occupancy may be issued for any project authorized in Phases 2-4 of the MIMP. The MUP application(s) for the replacement housing project(s) may not include projects that were the subject of a MUP application submitted to DPD before Council approval of the MIMP. Children's may seek City funds to help finance the replacement housing required by this condition, but may not receive credit in fulfillment of the housing replacement requirement for that portion of the housing replacement cost that is financed by City funds. City funds include housing levy funds, general funds or funds received under any housing bonus provision.

b. That Children's has either 1) paid the City of Seattle $10,920,000 to help fund the construction of comparable replacement housing or 2) paid the City of Seattle 35% of the estimated cost of constructing the comparable replacement housing, as determined by DPD and the Office of Housing. In determining the estimated cost, DPD and the Office of Housing shall consider at least two development pro-forma, prepared by individual(s) with demonstrated expertise in real estate financing or development, and submitted by Children's. DPD and the Office of Housing's determination of the estimated cost is final and not subject to appeal. Money paid to the City under this option b shall be used to finance the construction of comparable replacement housing, as defined below, and subject to the provisions of the City's Consolidated Plan for Housing and Community Development and the City's Housing Levy Administrative and Financial Plan in existence at the time the City helps finance the replacement housing.

For purposes of this condition 19, the comparable replacement housing must meet the following requirements:

1) Provide a minimum of 136 housing units;
2) Provide no fewer than the number of 2 and 3 bedroom units as those in the Laurelon Terrace development;
3) Contain no less than 106,538 gross square feet;

4) The general quality of construction shall be of equal or greater quality than the units in the Laurelon Terrace development; and
5) The replacement housing will be located within Northeast Seattle. Northeast Seattle is bounded by Interstate 5 to the west, State Highway 520 to the south, Lake Washington to the east, and the City boundary to the north.

Children's partnered with the University of Washington and a private developer (Security Properties) to create approximately 184 units of housing on land owned by the UW in the University District. This housing exceeds the Council requirements for total number of units, and includes approximately 34 affordable units (not required by Council conditions). Children's and Security Properties filed a MUP application in the summer of 2012 to satisfy this condition. On January 14, 2013 the MUP was conditionally approved by DPD, subject to the clarification of some zoning questions. Those issues were resolved and a Building Permit was issued on September 7, 2013. Construction commenced on October 1, 2013 and its Certificates of Occupancy were issued by the City of Seattle on July 15, 2015 (A/P Nos: 6347128, 6303152, and 6347127.)

20. Children's shall develop a Construction Management Plan (CMP) for review and comment by the SAC prior to the approval of any planned or potential project discussed in the Master Plan. The CMP must be updated at the time of site-specific SEPA review for each planned or potential project identified in the MIMP. The CMP shall be designed to mitigate impacts of all planned and potential projects and shall include mitigating measures to address the following:

a. Construction impacts due to noise

b. Mitigation of traffic, transportation and parking impacts on arterials and surrounding neighborhoods

c. Mitigation of impacts on the pedestrian network

d. Mitigation of impacts if more than one of the projects outlined in the Master Plan are under concurrent construction

Children's is in compliance with this condition. Children's developed a Construction Management Plan (CMP) that addressed the mitigation measures in (a) through (d) and presented it to the SAC for review and comment. The general contractor, Sellen Construction and its subcontractors, fully complied with the terms of the CMP during the Phase 1 project. New Phase 2 CMP approved by the City meets these conditions as well. It was reviewed with SAC members on July 19, 2018.

21. Prior to the issuance of a Certificate of Occupancy for any project associated with development of Phase 1 of the MIMP, the proposed traffic signal at 40th Avenue Northeast and

Sand Point Way NE shall be installed and functioning. **Children's partnered with SDOT to develop the intelligent design system (ITS) and a plan for construction of the required traffic signal at 40th Avenue NE and Sand Point Way NE. This was installed and functioning prior to the issuance of a Certificate of Occupancy for the Phase 1 Project. As of January 24, 2013, the signal is in operation. DPD issued the Final Certificate of Occupancy (A/P No.: 6249699) on August 9, 2013.**

SEPA CONDITIONS

GEOLOGY

22. To minimize the possibility of tracking soil from the site, Children's shall ensure that its contractors wash the wheels and undercarriage of trucks and other vehicles leaving the site and control the sediment-laden wash water using erosion control methods prescribed as City of Seattle and King County best management practices for construction projects. Such practices include the use of sediment traps, check dams, stabilized entrances to the construction site, erosion control fabric fences and barriers, and other strategies to control and contain sediment. **Children's complied with these geology conditions as part of the Phase 1 project to minimize impacts from soil that is traced from the site or spilled onto the streets by transport or wind. Phase 2 is in compliance with these conditions, construction commenced December 3, 2018.**

23. Children's shall ensure that its contractors cover the soils loaded into the trucks with tarps or other materials to prevent spillage onto the streets and transport by wind. **Children's complied with these geology conditions as part of the Phase 1 project to minimize impacts from soil that is traced from the site or spilled onto the streets by transport or wind. Phase 2 is in compliance with these conditions. Construction commenced December 3, 2018.**

24. Children's shall ensure that its contractors use tarps to cover temporary on-site storage piles. **Children's complied with these geology conditions as part of the Phase 1 project to minimize impacts from soil that is traced from the site or spilled onto the streets by transport or wind. Phase 2 is in compliance with these conditions. Construction commenced December 3, 2018.**

AIR QUALITY

25. Prior to demolition of the existing housing units at Laurelon Terrace, Children's shall perform an asbestos and lead survey as well as develop an abatement plan to prevent the releases into the atmosphere and to protect worker safety. **Children's is in compliance with this condition. Children's performed an asbestos and lead survey of the Laurelon Terrace units and grounds during construction with the additional air quality condition set forth here.**

26. During construction, Children's shall ensure that its contractors spray exposed soils and debris with water or other dust suppressants to reduce dust. Children's shall monitor truck loads and routes to minimize impacts. **Children's complied with this air quality condition. Phase 2 is in compliance with these conditions and construction commenced December 3, 2018.**

27. Children's shall stabilize all off-road traffic, parking areas, and haul routes, and it shall direct construction traffic over established haul routes. **Children's complied with this air quality condition. Phase 2 is in compliance with these conditions and construction commenced December 3, 2018.**

28. Children's shall schedule delivery of materials transported by truck to and from the project area to minimize congestion during peak travel times on adjacent City streets. This will minimize secondary air quality impacts otherwise caused by traffic having to travel at reduced speeds. **Children's complied with this traffic and air quality condition. Phase 2 is in compliance with these conditions, construction commenced December 3, 2018.**

29. Children's shall ensure that its contractors cover any exposed slopes/dirt with sheets of plastic. **Children's complied with this air quality condition. Phase 2 is in compliance with these conditions, construction commenced December 3, 2018.**

30. Around relevant construction areas, Children's shall install perimeter railings with mesh partitioning to prevent movement of debris during helicopter landings. **Children's complied with this air quality condition. Phase 2 is in compliance with these conditions, construction commenced December 3, 2018.**

NOISE

31. Construction will occur primarily during non-holiday weekdays between 7:00 am and 6:00 pm, or as modified by a Construction Noise Management Plan, approved by DPD as part of a project-specific environmental review. **Children's continues to comply with the permissible hours of construction as well as other noise mitigation measures set forth here. Construction will occur primarily between 7:00am – 6:00pm for Phase 2 as well, which is documented in our approved CMP.**

32. Children's will inform nearby residents of upcoming construction activities that could be potentially loud. Children's shall schedule particularly noisy construction activities to avoid neighborhood conflicts whenever possible. **Children's continues to comply with the permissible hours of construction as well as other noise mitigation measures set forth here.**

33. Impact pile driving shall be avoided. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives. **Children's continues to comply with the permissible hours of construction as well as other noise mitigation measures set forth here.**

34. Buildings on the extended campus are to be designed in such a way that noise received in the surrounding community is no greater than existing noise based on a pre-test of ambient noise levels and subsequent annual noise monitoring to be conducted by Children's. **Children's continues to comply with the permissible hours of construction as well as other noise mitigation measures set forth here.**

TRANSPORTATION

35. Consistent with the Transportation Management Plan (TMP), onsite improvements shall include: a shuttle hub; an enhanced campus pathway to connect to transit along Sand Point Way Northeast and/or 40th Ave Northeast; and bicycle parking. **Children's is in compliance with this condition. As part of Phase 1, Children's created an onsite shuttle hub, an enhanced campus pathway to connect public transit on Sand Point Way NE, and added in 2017 an ADA-compliant pedestrian connection to the neighborhood on its eastern boundary. The onsite shuttle hub will be relocated during Phase 2 and will still maintain a public pathway to Sand Point Way and 40th Ave Northeast.**

36. Consistent with the TMP, near-site improvements included: working with Seattle Department of Transportation and Washington State Department of Transportation (WSDOT) to improve intersections such as Penny Drive/Sand Point Way Northeast and 40th Ave Northeast/Sand Point Way Northeast; improve connectivity between the Burke-Gilman Trail and Children's; enhance the Sand Point Way Northeast street frontage. **Children's is in compliance with this condition. The Sand Point Way NE/40th Ave NE intersection is operating at the time of this writing. It started functioning on January 24, 2013. The design of the intersection was informed by a robust public engagement process to gather ideas and suggestions from the community. This public outreach and engagement process, called the Seattle Children's Livable Streets Initiative, also gathered input for projects to improve connectivity to the Burke-Gilman Trail. Working with SDOT, Children's financed the design and construction of two projects that significantly improved access to the trail: the 39th Ave NE Greenway and crossing improvements at NE 50th Street and 40th Avenue NE. In addition, the Sand Point Way Northeast street frontage was completed with improved sidewalks and a bi-directional protected cycle-path that seamlessly connects to the new (2014) Burke Gilman Trail connector providing proximate and direct access to the Burke Gilman Trail.**

37. Consistent with the TMP, and as necessary to reduce future transportation impacts, Children's may provide off-site parking that reduces the level of required parking on site and

reduces traffic on Northeast 45th St, Sand Point Way Northeast and Montlake Blvd/SR 520 interchange area. **Children's leases off-site parking lots for the purpose of reducing travel on NE 45th Street, Sand Point Way NE and Montlake Boulevard. Children's assigns parking lots based on the geographic origin (home address) of each employee. Parking lots north of the hospital, located at Magnuson Park and 5801 Sand Point Way NE, serve employees traveling from the north. A parking lot south of the hospital, at University of Washington's E-1 parking lot, serves employees commuting from the south. In each case, commuters truncate the drive-alone portion of their commute at these locations by parking and riding Children's shuttles the last mile to the hospital. Parking in off-site parking lots eliminates trips and congestion on the corridors adjacent to the hospital. Children's is in compliance with this condition.**

38. Children's shall enhance its TMP to achieve a 30% single occupancy vehicle (SOV) mode split goal or lower. **Children's is in compliance with this condition. Children's Transportation Management Program (TMP) continues to be enhanced as part of Phase 1 operations to sustain progress toward our SOV reduction goals. Children's enhanced TMP features innovative parking management which includes frequent rate changes and variable parking fees, daily commute bonus for non-drivers, a fleet of company bicycles for those who commit to pedal to work, 97% subsidized transit pass (off of retail cost), and a comprehensive shuttle-to-transit system. In 2017, Children's workforce completed the every-other-year CTR Survey for 7 affected worksites, achieving the required completion rate. The findings of the 2017 survey for the hospital show a change in SOV from 37.3% to 32.5%. This represents a 4.8% decrease. It's the largest drop in SOV since 2007 and more significantly, it's larger than all the previous ten years of benchmark progress combined. An SOV rate of 32.5% is within striking distance of the MIMP goal of 30% drive-alone rate. The next survey will be conducted in the fall of 2019.**

39. Prior to the issuance of any construction permits for any project outlined in Phase 1 of the MIMP, Children's shall pay the City of Seattle its fair share to the future installation of traffic signals at 40th Ave Northeast/Northeast 55th St. Prior to the issuance of any construction permits for any project outlined in Phase 2 of the MIMP, Children's shall pay the City of Seattle its fair share, based on the [sic] to the future installation of traffic signals at 40th Avenue Northeast/Northeast 65th Street. These intersections shall be monitored by the Seattle Department of Transportation over the life of the Master Plan to determine the timing of the mitigation implementation. **Children's is in compliance with this condition. As part of Phase 1, Children's paid the City its fair share (approximately $22,600) of the cost of future traffic signal improvements at 40th Avenue NE/NE 55th Street. For Phase 2 Children's was obligated to improve the intersections at 40th Ave Northeast and Northeast 55th Street but SDOT determined they would waive this requirement due to extended budgeting time frame.**

40. Prior to the issuance of any construction permits for any project outlined in Phase 1 of the MIMP, Children's shall pay the City of Seattle $500,000 to build Intelligent Transportation

System improvements through the corridor from Montlake Boulevard/Northeast 45th St to Sand Point Way Northeast/Northeast 50th St. The contribution shall be used to fund all or part of the following projects:

a. Install a detection system that measures congestion along southbound Montlake Boulevard, linked to smart traffic control devices that adapt to traffic conditions. This is a foundational component of an Intelligent Transportation System (ITS);

b. Install variable message signs to give real-time traffic information for drivers, including travel time estimates, updates of collisions and other traffic conditions, and to implement variable speed limits throughout the day to keep traffic flowing as smoothly as possible;

c. Optimize signal coordination and timing to move vehicles most efficiently and optimize signal performance;

d. Upgrade signal controllers as needed to allow signals to be interconnected, and/or

e. Install traffic cameras as identified by the City of Seattle.

Children's is in compliance with this condition. Children's and SDOT prepared an Memorandum of Understanding (MOU) to govern the administration of Children's commitment to pay the City $500,000 for Intelligent Transportation System improvements in the Montlake and NE 45th Street corridors. Children's worked closely with SDOT to specify the improvements described in this condition. ITS has congestion and travel time sensors as well as a variable message sign that informs drivers about road conditions and helps to re-route traffic. The ITS is operational.

41. Children's shall pay the Seattle Department of Transportation (SDOT) a pro rata share of the Northeast Seattle Transportation improvement projects identified from the University Area Transportation Action Strategy, the Sand Point Way Northeast Pedestrian Study, and the City of Seattle Bicycle Master Plan. This amount is estimated at approximately $1,400,000 or approximately $3,955 per bed, over the life of the MIMP (adjusted for inflation as beds come online). Each pro-rata share payment shall be made prior to the issuance of any construction permits for the first project constructed under each phase of the MIMP. The total payment of $1,400,000 shall be completed by the issuance of any construction permit for a project outlined in Phase 4 of the MIMP. **Children's is in compliance with this condition. To date, Children's has paid the pro-rata share payment for the current phase of construction or, approximately a quarter of its $1.4 million commitment for NE Seattle transportation improvement projects. Children's worked with SDOT to specify the improvements described in this condition. A new pedestrian crossing of Sand Point Way NE at NE 52nd Street as well as the ITS project (additional funding for which came from this condition) are operational. For Phase 2, Seattle Children's paid $79,100 for (20) new beds.**

42. Children's shall pay the Seattle Department of Transportation (SDOT) a total of $2,000,000 for pedestrian and bicycle improvements in Northeast Seattle over the timeframe of the Master Plan development. A pro-rata share payment shall be made prior to the issuance of any construction permits for the first project constructed under each phase of the MIMP. The total payment of $2,000,000 shall be completed by the issuance of any construction permit for a project outlined in Phase 4 of the MIMP. **Children's is in compliance with this condition. Children's has paid the full $500,000 for bike/pedestrian improvements associated with this phase of development. Guided by public input, the Seattle Children's Livable Streets Initiative identified a host of projects to improve bicycle and pedestrian safety in NE Seattle. Working with SDOT, Children's ranked this list and identified the most impactful projects. In the fall of 2012, the civil work for a 1.4 mile Greenway—Seattle's second such facility—was completed on 39th Avenue NE. Also associated with this condition, in the fall of 2012 Children's funded the completion of crossing improvements and enhancements to a bus stop on 40th Ave NE and NE 50th street. All bicycle and pedestrian improvements associated with this phase of development were completed in April 2014. Children's hosted, in June of 2014, a Livable Streets Initiative Celebration for the community highlighting the suite of improvements and encouraging their use by all ages and abilities by providing guided tours, free bicycle helmets and networking opportunities between residents and active transportation groups like Feet First, Cascade Bicycle Club Seattle Greenways, and others. For Phase 2, Seattle Children's paid $500,000 for bike and pedestrian improvements.**

In late 2018, anticipating Phase-2 transportation mitigations Children's staff met with SDOT staff to identify opportunities for bicycle and pedestrian improvements in NE Seattle. In 2018, Children's submitted a phase-2 mitigation payment. We look forward to coordinating with the City about how to allocate this payment to optimize safety and trip reduction.

In addition to the Council conditions, the following sections (Street Vacation Public Benefits, Street Vacation Approval Conditions, Design Guidelines, and Construction Management Plan summary) are provided for reference:

STREET VACATION PUBLIC BENEFITS

1. BURKE-GILMAN TRAIL / SAND POINT WAY NE CONNECTION AT HARTMANN SITE

Purpose:
Provide 24 hour pedestrian and bicycle public access from the Burke-Gilman trail to Sand Point Way NE and across the proposed new intersection at 40th Ave NE and Sand Point Way NE. Trail connection to be designed to create a safe route for people of all abilities. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design. **Children's**

developed this Burke Gilman Trail connection early (it was to be part of Phase 2) at the urging of the SAC. It is now complete, and the Property Use and Development document is pending with SDOT/City of Seattle.

2. STREET AMENITIES ON SAND POINT WAY NE

Purpose:
Provide plaza, street and sidewalk improvements for public access and use of Sand Point Way NE along the former Laurelon Terrace condominium (east side of Sand Point Way NE), and Hartmann (west side of Sand Point Way NE) properties. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design. **Children' has provided all of these items.**

3. ENHANCED PUBLIC TRANSIT / SEATTLE CHILDREN'S SHUTTLE CENTERS ON SAND POINT WAY NE. Council MIMP Condition #35: Consistent with the Transportation Management Plan (TMP),

onsite improvements shall include: a shuttle hub; an enhanced campus pathway to connect to transit along Sand Point Way Northeast and/or 40th Ave Northeast; and bicycle parking.

Purpose:
Improve public access to METRO bus routes and Seattle Children's shuttles on both sides of Sand Point Way NE. This enhancement is part of Seattle Children's Comprehensive Transportation Plan. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design. **Children's has provided all of these items.**

4. $2 MILLION FOR BIKE AND PEDESTRIAN FUND

Council MIMP Condition #42: Children's shall pay the Seattle Department of Transportation (SDOT) a total of $2,000,000 for pedestrian and bicycle improvements in Northeast Seattle over the timeframe of the Master Plan development. A pro-rata share payment shall be made prior to the issuance of any construction permits for the first project constructed under each phase of the MIMP. The total payment of $2,000,000 shall be completed by the issuance of any construction permit for a project outlined in Phase 4 of the MIMP.

Purpose:
To allow Seattle Department of Transportation (SDOT) to fund and develop unfunded priority projects in Northeast Seattle, particularly those that are within 1.5 miles of Seattle Children's main campus, that promote safe biking and walking for the general public. **Children's has provided all of these items.**

Construction Phase:
Seattle Children's would pay into the Bike and Pedestrian Fund the amount of $5,715 for each of the 350 new beds added to the hospital pursuant to the proposed Master Plan. For example, for 100 beds, Seattle Children's would pay $571,500 into the fund. These contributions would be payable on or before the issuance of the certificate of occupancy for each phase of construction. For payments in Phases 2, 3 and 4, the amount of the payment per bed would be adjusted to account for changes in the Consumer Price Index – "All Urban Consumers, All Items, U.S. Averages" published by the Bureau of Labor Statistics. **Children's has provided all of these items.**

5. STREET AMENITIES ON 40TH AVE NE

Purpose:
Provide plaza, street and sidewalk improvements for public access and use of 40th Ave NE along the former Laurelon Terrace Condominium from NE 45th Street to Sand Point Way NE that are less intensive than the plazas on Sand Point Way NE and, instead, serve as transition to the residential development on the west side of 40th Ave NE. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design. **Children's has provided all of these items.**

6. POCKET PARK AT CORNER OF 40TH AVE NE / NE 45TH STREET AND NE 45TH STREET EDGE

Purpose:
Provide public area of respite and a focal point at this transition area between the Laurelhurst neighborhood on the south and Seattle Children's future development. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design. **Children's has provided all of these items.**

STREET VACATION APPROVAL CONDITIONS

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. The project must be substantially in conformity with the proposal reviewed by the Transportation Committee in May of 2010.

2. All street improvements shall be designed to City standards and be reviewed and approved by the Seattle Department of Transportation; elements of the street improvement plan and required street improvements to be reviewed include:

- Street improvement plan showing sidewalks, street trees, lighting and landscaping around the site;
- Proposed signal installations; and
- Proposed pedestrian/bicycle trail connection from Sand Point Way NE to the Burke-Gilman Trail.

3. The utility issues shall be resolved to the full satisfaction of the affected utility prior to the approval of the final vacation ordinance. Prior to the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner. Utilities impacted include:
* Seattle Public Utilities;
* Puget Sound Energy;
* Seattle Department of Transportation;
* Seattle City Light; and
* Qwest Communications.

4. It is expected that development activity will commence within 18 months of this approval and the development activity will be completed within five years. If the vacation cannot be completed within five years, the Petitioner must request an extension of time from the Transportation Committee. In order to insure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide Seattle Department of Transportation with Quarterly Reports, following Council approval of the vacation, providing an update on the development activity and schedule and the progress on meeting the conditions. The Petitioner shall not request or be issued a Certificate of Occupancy (C of O) for the project until SDOT has determined that all conditions have been satisfied and all fees have been paid.

5. In addition to the conditions imposed through the vacation process, the project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.

6. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements. Accountability for public benefit elements associated with later phases of development must also be outlined in the PUDA. The final design of the public benefit elements shall require the review and approval of SDOT and SDOT may request additional review by the Design Commission, if necessary. The public benefit requirement includes the following features as well as the corresponding proposed development standards:

- Burke-Gilman Trail/Sand Point Way NE connection at Hartmann Site: The purpose of this public benefit is to provide 24-hour pedestrian and bicycle public access from the Burke-Gilman Trail to Sand Point Way NE and across the proposed new Intersection at 40th Avenue NE and Sand Point Way NE. The trail connection is to be designed to provide a safe route for people to access the 40th and Sand Pont Way NE intersection. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design for all of the public benefit elements. This connection would likely be constructed during the second phase of the Master Plan.

- Street Amenities on Sand Point Way NE: The purpose of this public benefit is to provide plaza, street and sidewalk improvements for public access and the use of Sand Point Way NE along the former Laurelon Terrace (east side of Sand Point Way NE) and the Hartmann (west side of Sand Point Way NE) properties. These improvements would likely occur during the first two phases of development.

- Enhanced Public Transit/Seattle Children's Shuttle Centers on Sand Point Way NE: The purpose of the enhancements is to improve public access to Metro bus routes and Children's shuttle on both sides of Sand Point Way NE. This enhancement is also part of Children's Transportation Plan. These improvements would likely occur during the first two phases of development.

- $2 Million for Bicycle and Pedestrian Fund: The purpose of this is to allow SDOT to fund and develop unfunded priority projects in Northeast Seattle, particularly those that are within 1.5 miles of Children's main campus, that promote safe biking and walking for the general public. The goal is to have the money distributed as early as possible in the development process.

- Street Amenities on 40th Avenue NE: The purpose is to provide plaza, street and sidewalk improvements for public access and use of 40th Avenue NE along the former Laurelon Terrace site from NE 45th Street to Sand Point Way NE that are less intensive than the plazas on Sand Point Way NE and instead serve as a transition to the residential development on the west side of 40th Avenue NE. These improvements would occur within the first phase of development.

- Pocket Park at Corner of 40th Avenue NE/NE 45th Street and NE 45th Street Edge: The purpose of this public benefit is to provide a public area of respite and a focal point at this transition area between the Laurelhurst neighborhood on the south and Seattle Children's future development. This improvement would occur within the first phase of development.

7. Children's shall work with DPD and SDOT to coordinate implementation strategies for meeting the vacation and Master Plan conditions to insure full compliance with all conditions. DPD and SDOT may consider a joint PUDA or other documentation to consolidate all the project conditions. A copy of the final report is attached as an exhibit.

DESIGN GUIDELINES

B1.0 Site Design

B1.1 Hospital Campus Character

B1.1.2 General Guidelines

Acknowledge the character of surrounding single-family residential, multi-family and mixed use areas at each edge. Use a compatible palette, texture, and color of building materials to unify the hospital campus. Use landscaping to soften and enhance outdoor spaces and screen utilities, blank walls and other more functional elements.

B1.1.3 Street Frontage Edge

Open spaces adjacent to Street Frontage Edges to be inviting, open and complementary to adjacent street frontage uses. Use a combination of the following architectural treatments to enhance “front door” Street Frontage Edges: architectural features and detailing such as railings and balustrades, awnings or canopies, decorative pavement, decorative lighting, seats, planter boxes, trellises, artwork, signs.

B1.1.3.1 Public Entrances and Access Points

Create a hierarchy of public entrances and access points to emphasize their appearance at Street Frontage Edge locations, and diminish them at Garden Edge locations where visible from single family residences.

B1.1.3.2 Streetscape and Pedestrian Pathways

Design streets and pathways to accommodate all travel modes.

Streets, sidewalks and hospital campus pathways should be welcoming, open to the general public, as well as barrier-free and ADA-accessible.

B1.1.3.3 Sidewalks

Relate the sidewalk and its amenities to the adjacent uses, the organization of pedestrian movements, and the experience along its length.

B1.1.3.4 Parking and Vehicle Access

Minimize vehicle movement and storage and design facilities to complement the envisioned calming character of the campus.

B1.1.4 Transition Edge

Evaluate the Transition Edge against the same for Street Frontage Edge and Garden Edge guidelines and considerations.

B1.1.5 Garden Edge

The objective of the Garden Edge is to screen hospital structures and light that emanates from vehicles, buildings and site fixtures, while providing an aesthetically pleasing and diversely vegetated viewscape and safe walking environment for pedestrians. Architectural features, landscape improvements, and the transition zone between hospital buildings and the public right of way around the Garden Edges shall be designed to be compatible with adjacent single family character. Use a combination of the following treatments to ensure compatibility with adjacent uses: planted screens, gardens, plaza areas, decorative pavement, non-glare lighting, seating, planter boxes, trellises, artwork, and signage.

B1.2 Exterior Spaces

B1.2.2 General Guidelines

Exterior spaces should extend the color, texture, pattern and quality of the surrounding residential areas. Exterior spaces shall provide a visually and otherwise calming experience. The hospital campus shall be designed to include and provide access to restorative and therapeutic gardens with seasonal sun and shade to provide outdoor comfort for families, patients, caregivers and neighbors.

Similar materials in plantings, paving, stairs and walls will provide a unifying context for the site development which matches or complements existing campus and surrounding areas.

Artwork integrated into publicly accessible areas of buildings and landscaping that evokes a sense of place related to the use of the area.

Focal point features such as building entries, fountains, botanical gardens, therapy gardens or pools that relate to wayfinding or honors and memorials.

B1.2.3 Retaining Wall Guidelines

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their visual impact and increase the interest for the pedestrian along the streetscape.

B1.2.4 Screening Guidelines

Where necessary, use screening sensitively to soften noise and visual impacts to adjacent properties.

Design screening to minimize impact of noise producing equipment to adjacent residential neighborhoods.

B1.2.5 Lighting, Safety and Security Guidelines

The design and locations of physical features such as site furnishings, landscaping, pathways and lighting should maximize pedestrian visibility and safety while fostering positive social interaction among patients, visitors, caregivers and neighbors.

B1.2.6 Artwork Guidelines

Include opportunities for art in the design process as early as possible to allow integration into the design. Evaluate the suitability of artwork, whether commissioned or acquired, for its specific site. Consider the artwork's size, materials, concept, etc.

B1.3 Landscape

B1.3.2 General Guidelines

The landscape plan shall respond to special on-site conditions such as steep slopes, existing significant trees - such as mature, rare or ornamental trees - as well as extend or improve off-site conditions, such as greenbelts, natural areas and streets. Coordinate plant locations with adjacent building functions. The landscape should extend the color, texture and pattern of the surrounding residential areas while maintaining the visually calming experience unique to the hospital campus. Focal point features such as building entries, fountains, botanical gardens, therapy gardens or pools that relate to wayfinding or honors and memorials.

B1.3.3 Planting Guidelines

Plantings shall include mix of groundcovers and perennials, shrubs, understory and canopy trees to provide multi-layered interest. Plantings shall include deciduous and evergreen plants to provide multi-seasonal interest. Plantings shall include some portion of hybridized or native plants which are drought tolerant and beneficial to native insects and birds. Avoid dense, dark vegetated "walls" along sidewalks by instead planting year-round screens that are softened by diverse and deciduous plantings and open spaces. Avoid planting low-branching shrubs and other potentially unsafe, view-obscuring plants close to sidewalks. To minimize need for irrigation beyond the establishment period, consider drought and urban tolerant plants. Supplemental planting types and densities to connect greenways and wildlife corridors.

Existing plant materials mixed with new plant material to maximize longevity of both campus and right-of-way plant communities.

B1.3.4 Stormwater Guideline

Stormwater treatment and control integrated with the natural rain water cycle, grading and plant communities of the site.

B1.3.5 Irrigation Guideline

Mix of drought tolerant landscape plantings, reused stormwater, and drip irrigation to conserve potable water.

B1.3.6 Steep Slope Guideline

Plantings and other erosion control measures to prevent site destabilization on steep topography.

B2.0 Architectural Character

B2.1 Height, Bulk and Scale
Design buildings with materials that help visually reduce the scale and form of the buildings into smaller scaled elements that complement neighboring structures within the same visual field.

B2.2 Architectural Elements and Features
Integrate new buildings with the existing architecture to establish a new cohesive whole for the campus.

B2.3 Rooftops
Where rooftops are visible from locations beyond the hospital campus, rooftops are a design element.

B2.4 Finish Materials
Design and build new buildings with high-quality, attractive, durable materials aesthetically appropriate to the hospital and the neighborhood.

CONSTRUCTION MANAGEMENT PLAN

I. Construction Communication (Plan work, reduce impacts, two-way communication)

II. Construction Work Hours (7a-6p, noise after 8a)

III. Construction Noise and Vibration Management (Noise reduction management)

IV. Construction Milestones (Demo, excavation, shoring, concrete, steel)

V. Construction Parking Management (Workers parking offsite and bussed to site - bus stays on site / trucks onsite)

VI. Construction Traffic/Street and Sidewalk Closures (Per SDOT approval and as needed with flaggers)

II. Seattle City Council Transportation Committee Update

III. Community Benefit Report

http://www.seattlechildrens.org/about/community-benefit/

Caring for Our Community

At Seattle Children's, we're always thinking of the health and well-being of every child, teen and family in the community. We reach beyond our hospital every day to provide programs and services to make children, teens and families safer and healthier where they live. Our commitment to caring for the community is our passion, our duty and our privilege.

2018 Community Benefits We are proud to share our 2017-2018 Community Benefit Report (PDF), which summarizes our activities in the community. Through our uncompensated care, health professional education, research and community programs and services, we provided more than $245 million in community benefit activities:

- $164,605,000 in **uncompensated care**
  - https://www.youtube.com/watch?v=5LsIbvqHwq4
- $24,802,000 in **health professional education**
  - https://www.seattlechildrens.org/healthcare-professionals/education/
- $44,090,000 in **research**
  - https://www.seattlechildrens.org/research/
- $12,396,000 in **community programs and services**
  - https://www.seattlechildrens.org/health-safety/classes-events/

Community Health and Benefit Programs

Caring for the children and families in our region means working with and within communities to create safer and healthier places to live. We demonstrate this spirit of outreach in our many partnerships with people and organizations who work with us to meet some of the most urgent health needs in our region. Together with families, community-based organizations and providers, donors, public health departments and others, Seattle Children's seeks to:

• Enhance access to mental and behavioral health.

- https://www.seattlechildrens.org/clinics/psychiatry-and-behavioral-medicine/patient-family-resources/

• Improve coordination of care for children with chronic conditions.

- https://www.seattlechildrens.org/globalassets/documents/for-patients-and-families/pfe/pe2371.pdf

• Expand access to healthy eating and active living, including fighting food insecurity.

- https://www.seattlechildrens.org/about/community-benefit/obesity-program/

• Decrease incidents of suicide and increase violence prevention activities.

- https://www.youtube.com/watch?v=YVi56-Qaa8s&feature=youtu.be

Read more about our 2016-2019 Community Health and Benefit priority areas here (PDF).

Next Steps

Assessing the health of the community is an important step in developing community health and benefit programs. The results of the assessment helped us focus our efforts on the most urgent community health needs and develop our 2016-2019 Community Health Improvement Plan (PDF). Also, please see our dashboard progress report here. (PDF) Our next pediatric community health needs assessment for the Washington, Alaska, Montana and Idaho region is set to be published in September of 2019 and will be effective for 2020-2023.

Contact Us

To find out more about Community Health and Benefit at Seattle Children's, ask any questions or find out how you can be engaged, please contact:

- **Elizabeth "Tizzy" Bennett**, Director, Community Health & Engagement
  Elizabeth.Bennett@seattlechildrens.org
- **Lara Sim**, Manager, Community Benefit
  Lara.Sim@seattlechildrens.org

IV. Foundation & Research Overview

- Hospital
- Research
- Foundation
- Odessa Brown Children's Clinic