



Seattle Children's[®]
HOSPITAL • RESEARCH • FOUNDATION

**Major Institution Master Plan
Annual Report 2015**



November 30, 2015

Gordon Clowers
City of Seattle - Department of Planning and Development
700 Fifth Avenue, Suite 2000
PO Box 34019
Seattle, Washington 98124-4019

Dear Mr. Clowers,

Please find the 2015 Major Institution Master Plan (MIMP) Annual Status Report of Seattle Children's in compliance with the City's code.

If you have any questions, please do not hesitate to contact me at 206-987-5259 or at todd.johnson@seattlechildrens.org.

Respectfully,

A handwritten signature in black ink that reads "Todd M. Johnson". The signature is written in a cursive style with a large, sweeping "J" and "S".

Todd Johnson
Vice President, Facilities & Supply Chain

Enclosure: Children's 2015 Major Institution Master Plan Annual Report

cc: Lisa Brandenburg, President
Suzanne Petersen Tanneberg, Vice President, External Affairs and Guest Services
Jamie Cheney, Director, Transportation & Sustainability
Edna Shim, Director, Regional Government Affairs & Community Relations

MIMP Annual Status Report

I. Introduction

- A. Name of Institution: Seattle Children's Hospital
- B. Reporting Year: 2015
- C. Major Institution Contact Information:
1. Contact Person: Todd Johnson
Vice President – Facilities & Supply Chain
Mailing Address:
P.O. Box 5371, Seattle, WA 98145
 2. Phone Number: (206) 987-5259
 3. Fax Number: (206) 987-5105
 4. Email Address: todd.johnson@seattlechildrens.org
- 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 327,856 gross square feet and houses inpatient beds, faculty/staff work space, lobby space, the relocated emergency department, loading dock, mechanical space, and a future kitchen. Approximately 186 surface parking stalls have been 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 condition plus, when applicable, what measures will be pursued in the future to reach compliance.

Please see Attachment I (Council MIMP Conditions).

III. Major Institution Development Activity Initiated or Under Construction within the 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 work space for physicians and nursing leaders. Construction work is currently underway to create 32 more beds on FA.3 and to construct a new kitchen on FA.L1. When those projects are complete later in 2016, Forest A will be fully built-out. Other improvements were made on the Laurelhurst campus during 2015, including the completion of new, relocated ophthalmology clinic and EEG lab. Importantly, Seattle Children’s South Clinic opened in Federal Way in the fall of 2015. This 34,000 square foot facility was envisioned in the Seattle Children’s Strategic Plan and helps direct outpatient activity closer to the places where patients live. The South Clinic provides a variety of specialty care services, as well as walk-in urgent care. During 2015, planning work also began to improve areas around main campus operating rooms and in the rehabilitation therapy area. These projects will be completed in 2016 within existing buildings and will consume no additional MIMP square footage. “Table A” shows projects completed or begun in 2015. These projects were discussed with the Standing Advisory Committee at the March 23, 2015 meeting. “Table B” below shows changes to the amount of new development that will be allowed under the MIMP as a result of recent projects, as noted.

Table “A”: Project	DPD Project #	DPD Permit Dates	Square footage
PBMU River A.4 & A.5 and Mountain A.5 TI’s	6383613	Permit issued 4.4.2014 Permit Finalized 8.26.2015	33,263 SF (already included in MIMP Area SF) 1,157 SF (not previously included in MIMP Area SF)
Ophthalmology Clinic Relocation OA.5	6422881	Permit issued 12.13.2014 Permit Finalized 4.20.2015	4,345 SF, of which 3,419 SF were not previously included in MIMP Area SF
EEG/EMG Lab Relocation OA.5	6448035	Permit issued 7.14.2015 Permit Finalized 10.06.2015	1,408 SF (already included in MIMP Area SF)
PBMU Porch RA.5 & MA.5	6482563	Permit issued 10.13.2015 (under construction)	575 SF (outdoor space - N/A to MIMP SF)
FA.L1 Kitchen	6464914	Permit under review	14,000 SF (already included in MIMP Area SF)
Forest A2, 4 & 5	6386132	Permit Issued 3/3/2014 FA.2 Completed 12/2014 FA.4, FA.5 – Completed 7/2015	75,000 SF (internal improvement – already included in MIMP Area SF)
Forest A3	6476431	Issued 8/17/2015	27,000 SF (internal improvement – already included in MIMP Area SF)
Ocean A Rehab Therapy	6480558	Issued 10/12/2015	4,000 SF (internal improvement – already included in MIMP Area SF)
F-Wing Seismic upgrade	6497063	Intake 12/2015	N/A
Underground Fuel Tank and Transformer replacement	6498751 3022509 (MUP)	Intake 12/2015	N/A

Table "B": Seattle Children's MIMP Development Square Footage To Date		
		BGSF
Approved MIMP Area		2,125,000
Existing Constructed (adjusted) (1)		861,519
Constructed-Phase 1 Project (Forest Beds)		327,856
Constructed - Cath Lab		3,500
Constructed - Roof Garden		102
Constructed - PBMU (Psychiatric Behavioral Medical Unit)		1,157
Constructed – Ophthalmology Clinic		3,419
Available for Future Development		927,447

(1) Existing developed area has been recalculated using the method proscribed in the 2010 MIMP. Council Condition 1 of Ordinance 123263 states: "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."

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

Children's leases approximately 3,000 square feet to Starbucks Coffee to provide beverage and snack sales services to visitors and staff.

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. Children's has occupied this property for outpatient and support services since 2004. Children's leases a combined total of 17,505 square feet at 4500 Sand Point Way NE (Springbrook Professional Building) and 4540 Sand Point Way NE (Springbrook Professional Building) for use as outpatient clinics and support space.

B. At the beginning of 2013, Children's owned 9 single-family houses 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. The two remaining hospital-owned homes continue to be used for residential use. (Note, the number of Children's-owned homes was understated by one in last year's report.)

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 use by major institution employees, staff and/or students.
- B. In 2015, Children's workforce completed the every-other-year CTR Survey for 7 affected worksites, achieving the required completion rate. The findings of the 2015 survey show a change in SOV from 38.5% to 37.4% (a 1.1 percentage point drop) demonstrating significant progress toward or strategic goal of reducing SOV to 30%. The next survey will be conducted in the fall of 2017.
- 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.

2. *Transit Subsidy Program*

Children's also has a transit fare subsidy program, ORCA, which covers 97% of bus, ferry, and rail costs as well as 50% of the vanpool fees. In 2015, Children's provided Orca passes to 5,000 staff and faculty members which cost upwards of \$1,850,000. Our investment in transit goes beyond the ORCA program and funds additional trips on key routes that serve Children's neighborhood. In 2015, Children's paid over \$360,000 to a partnership with King County Metro that increased frequency of transit making it more effective for Children's and our nearby community.

3. *Children's other transportation incentives*

Children's other 2015 alternative commute incentives included an increase in the commute bonus (increased from \$3.25 per day to \$4.00 per day) for 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.

One of the most significant investments Children's makes to support alternatives to driving alone is a shuttle system that connects to the major transit hubs in the region. The "Green Line" shuttle makes a connection from Children's to the Downtown Seattle Transit Tunnel in 15 minute frequencies during peak commute hours, and every 20 minutes in off-peak hours mid-day. In addition, the "Purple Line" connects the hospital with the University district, making possible a host of transit connections not previously available due to limited bus service. Children's shuttle schedules now appear on *One Bus Away*, a regional passenger real time information system that allows employees to access Children's shuttle times via mobile phones.

New in 2015 is the addition of an on-site Staff Bicycle Service Center offering repairs and classes with predictable service hours. The Bicycle Service Center dramatically increases bike related services to current bicycle commuters and is designed to attract new markets. The Staff Bicycle Service Center complements the Company Bike Program.

The Company Bike program loans a fully equipped commuter bicycle to employees who commit to bike to work at least two days a week year-round. The Company Bike Program grew over 25% from 2014 to 2015 providing bikes to 207 active bike commuters.

New in 2015 is the installation of a Pronto! Cycle Share public station on Children's property along 40th Ave NE next to the bus stop. This is the largest bike station in the system and provides neighbors and employees the ability to access short term bike rental. This Pronto! Cycle Share station is associated with Children's \$500,000 sponsorship of Pronto! Cycle Share. Children's sponsorship funded helmets for the system users Upon Pronto's launch in fall of 2014 Children's provided promotional support during 2015 securing over 470 memberships and assisted in delivering bicycles to two stations in NE Seattle.

New in 2015 is the installation of Transit Screen for our employees, which provides up to the minute travel information regarding Seattle Children's shuttles, Metro buses, Zipcar, Car2Go, and Pronto Cycle Share. Travel information is provided in a user interface that is rich, comprehensive and easy to read, resulting in a higher level of service, comfort, and safety for users of non-drive-alone modes of travel.

Children's continues to manage parking as an integrated element of trip reduction. Children's implemented further pressure on parking demand in 2015 through an increase in daily parking rates and variable pricing refinements by time of day and parking lot location. Vanpools continue to receive free parking in premium on-campus

lots, and carpools pay a reduced parking rate and also gain access to premium parking lots not available to most staff when driving alone.

In 2015, Children's restructured parking enforcement in the neighborhood by dedicating a new staff person to patrolling the neighborhood and providing sustained education and enforcement to employee populations.

In addition to the aforementioned program enhancements, Children's offers valuable fundamental commuting support tools, such as (1) personalized commuting information for all new hires and for any existing employee who requests it, (2) lockers and showers for outdoor commuters (bicyclists, walkers, and motorcyclists), (3) covered and secure bicycle parking, and (4) shuttles to minimize inter-facility driving trips.

Children's provides a host of on-line applications to support alternative commute including an intranet and an online commute calendar. .

Children's vanpool program continues to thrive with 32 vanpools and 2 van shares serving nearly 250 riders. Our vanpool program was one of the first to feature all-electric MetroPool vehicles. In 2015, these and other electric vehicles could use one of 4 electric changing stations at Children's.

Attachments

- I. Council MIMP Conditions
- II. 2015 Commute Trip Reduction Employer Survey Report
- III. Seattle Children's Hospital Final Report for Street Vacation
- IV. Seattle City Council Transportation Committee Update
- V. Community Benefit Report
- VI. Foundation & Research Overview Fliers

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 – when projects that have been completed and/or initiated to-date are deducted, approximately 927,447 square feet are 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.**
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.**
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.**
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 complied with this condition – these setbacks were added to the Compiled Master Plan (approved May 12, 2010).**
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 complied 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 complied with this condition – the Compiled Master Plan (approved May 12, 2010) was amended to include this prohibition.**
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 complied 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; and **(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. **Children's is in compliance with this condition – the Phase I Project met these open space connection requirements.**

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 complied with this condition – Children's identified trees on the Laurelon Terrace site that exceed six caliper inches in width 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 Certificate of Occupancy for Phase 1 which included meeting this requirement.**

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 complied 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.**

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 complied with this condition – 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, nighttime lighting, open space and landscaping, among others. **Children's complied 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 design.**

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 complied with this condition. During 2015, a meeting was held March 23, during which Children's updated SAC members and members of the general public on anticipated construction on Forest A.3, the new kitchen, plans to improve flow and experience in Rehabilitation and Operating Rooms/Radiology, as well as the search for an additional ambulatory clinic site in the Snohomish County. Children's staff shared the institution's 2014 MIMP performance, the Street Vacation final report, and provided the opportunity for attendees to take a short tour of the new Psychiatric and Behavioral Medicine Unit.**

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. **This condition, requiring documentation of patient care need, was not applicable to Phase 1.**

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 operations to sustain progress 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 2015, Children's administered, consistent with SDOT implementation guidelines, a benchmark survey designed to track progress against our SOV goal**

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 supporting uses. There are no third party leases in place for Phase 1, except an agreement with Starbuck's to operate small coffee shops that provides food and beverages to hospital visitors and staff.**

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 Laurelton 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 worked 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 1/14/2013 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 complied with this condition – Children's developed a Construction Management Plan (CMP) that addressed the mitigation measures in (a) – (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.

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 worked with SDOT to develop the design and a plan for construction of the required traffic signal at 40th Avenue NE and Sand Point Way NE, which was installed and functioning prior to the**

issuance of a Certificate of Occupancy for the Phase 1 Project. As of 1/24/2013, the signal was operating. 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.

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.**

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.**

AIR QUALITY

25. Prior to demolition of the existing housing units at Laurelton Terrace, Children's shall perform an asbestos and lead survey and develop an abatement plan to prevent the releases into the atmosphere and to protect worker safety. **Children's complied with this condition – Children's performed an asbestos and lead survey of the Laurelton 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.**

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.**

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.**

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.**

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.**

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.

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 complied 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 a Pronto Cycle Share station in 2015 as an important last mile amenity.**

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 complied with this condition – The Sand Point Way NE/40th Ave NE intersection is operating at the time of this writing. It is started functioning 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 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 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. Children's conducted the 2015 survey in September 2015 and the findings of the 2015 survey show a change in SOV from 38.5% to 37.4% (a 1.1 percentage point drop) demonstrating significant progress toward or strategic goal of reducing SOV to 30%.**

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 Ave Northeast/Northeast 65th St. 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 complied 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.

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 Blvd/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 complied with this condition – Children's and SDOT prepared an MOU to govern the administration of Children's commitment to pay the City \$500,000 for Intelligent Transportation Improvements in the Montlake and NE 45th Street corridors. Children's worked with SDOT to specify the improvements described in this condition. An ITS system that includes congestion and travel time sensors as well as a variable message sign that informs drivers about road conditions and helps to route around traffic 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 complied 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.**

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 complied 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.

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 Point 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 Laurel 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 Laurel 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 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 to 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. 2015 Commute Trip Reduction Employer Survey Report



CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

Employer Id : E82800

Employer : Seattle Children's

Worksite : Headquarters

Street : 4800 Sand Point Way Ne

Jurisdiction : City of Seattle

Survey Date : 9/27/2015

Survey Type : Online

Response Rate : 78%

Drive Alone & One-Way VMT Rates at this Worksite

Drive Alone : 43.7%

One-Way VMT per employee : 6.7

Employees and Survey Response Information

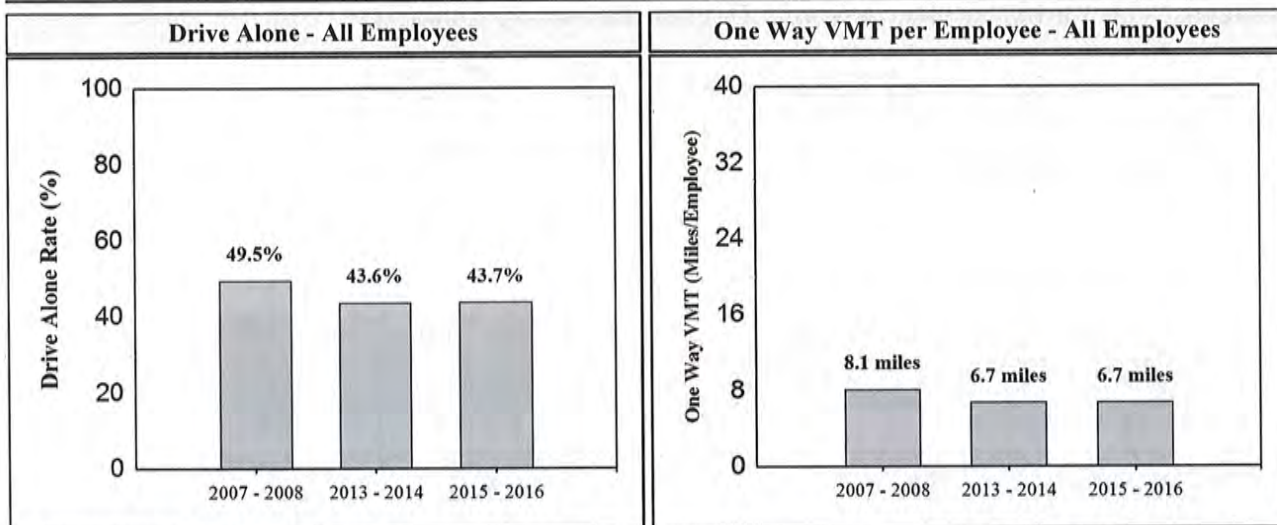
Reported Total Employees at Worksite : 4,058

Surveys Distributed : 4,053

Surveys Returned : 3,155

Surveys Returned by CTR Affected Employees : 1,864

Total Estimated CTR - Affected Employees at Worksite : 2,395



Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	49.5%	40.5%	8.1	7.1
2009 - 2010	45.7%	39.3%	7.2	6.5
2011 - 2012	44.2%	39.3%	6.6	5.7
2013 - 2014	43.6%	38.5%	6.7	6.0
2015 - 2016	43.7%	37.4%	6.7	5.6
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	-11.7%	-7.7%	-17.3%	-21.1%



Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2013 - 2014	2015 - 2016
Drive Alone - All Employees*	49.5%	43.6%	43.7%
Drive Alone - CTR Affected Employees*	40.5%	38.5%	37.4%
VMT/Employee - All Employees	8.1	6.7	6.7
VMT/Employee - CTR Affected Employees	7.1	6.0	5.6

* Drive alone rate includes one person motorcycles.

Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.

GHG Emissions: Total for Drive Alone, Carpools, Vanpools

Annual Greenhouse Gas Emissions (Metric Tons CO2e) for Roundtrip Commute*

Value	2007 - 2008	2013 - 2014	2015 - 2016
Emissions for Surveyed Employees	2,426	3,444	3,796
Estimated Emissions for Total Employment	3,330	4,688	4,883

* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

Bus Transit Passenger Miles and Rail Transit Passenger Miles*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2013 - 2014	2015 - 2016
Bus Annual Passenger Miles - Estimated for Total Employment	930,007	2,972,054	3,089,868
Bus Annual Passenger Miles - Surveyed Employees	677,600	2,183,600	2,402,300
Ferry Annual Passenger Miles - Estimated for Total Employment	0	174,354	165,150
Ferry Annual Passenger Miles - Surveyed Employees	0	128,100	128,400
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	69,037	447,795	460,850
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	50,300	329,000	358,300

* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO2e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO2e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO2e emissions per passenger mile for train/light rail/streetcar.

Q3.

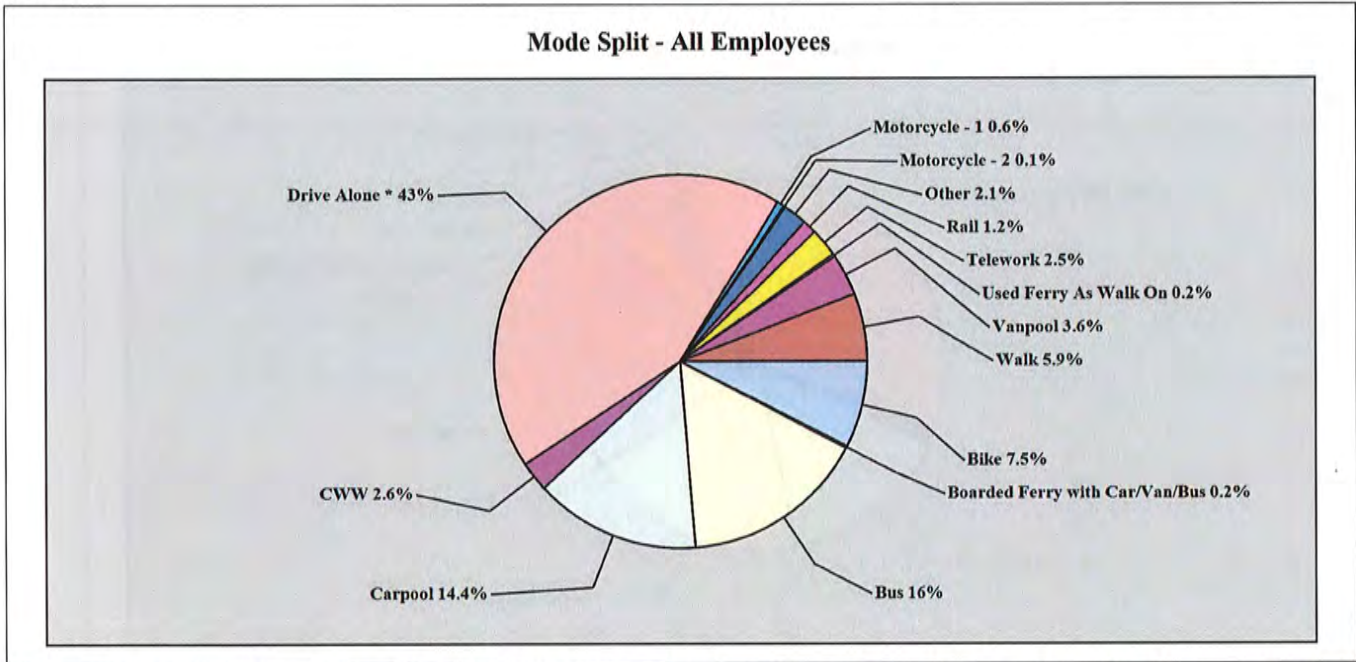
One way, how many miles do you commute from home to your usual work location?

Average one-way distance home to work: 13.0 miles



Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

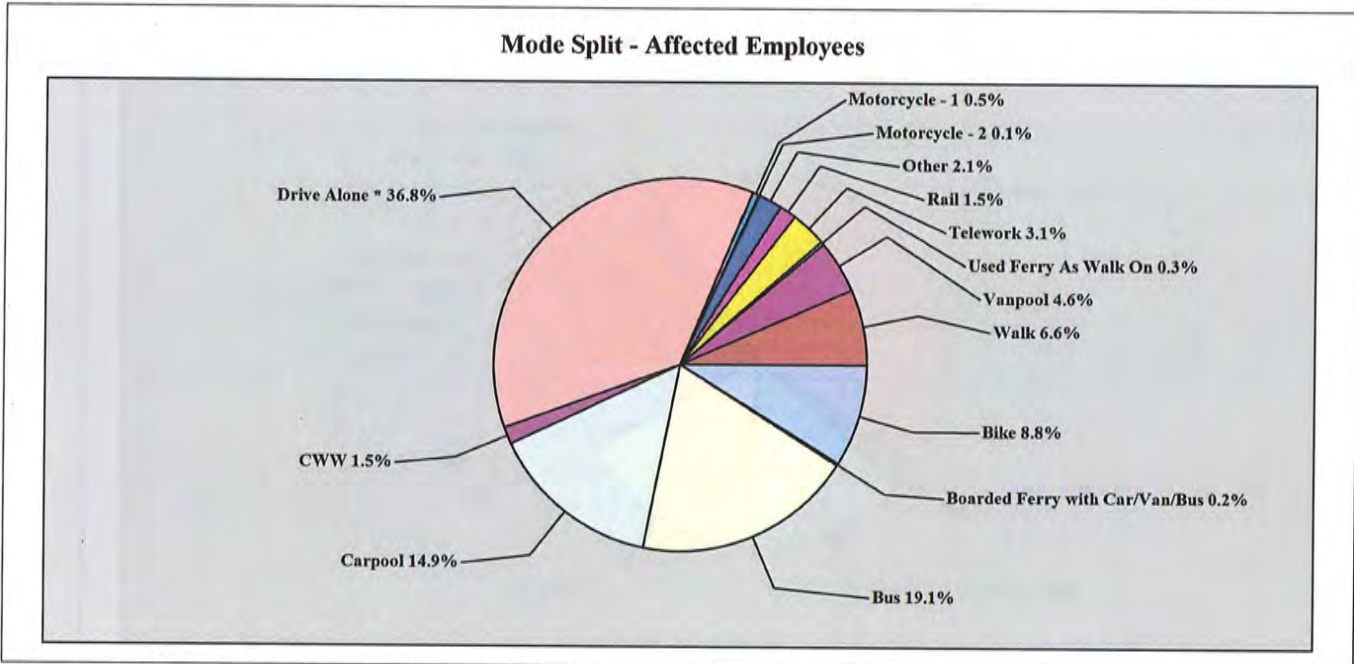


Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	5,782	43.0%	42.6%	1,872	59.3%	61.0%
Carpool	1,942	14.4%	11.7%	771	24.4%	20.3%
Vanpool	486	3.6%	5.0%	138	4.4%	5.9%
Motorcycle - 1	85	0.6%	0.9%	28	0.9%	1.2%
Motorcycle - 2	20	0.1%	0.1%	10	0.3%	0.3%
Bus	2,155	16.0%	14.8%	669	21.2%	20.7%
Rail	163	1.2%	1.5%	53	1.7%	2.1%
Bike	1,010	7.5%	7.8%	327	10.4%	11.2%
Walk	787	5.9%	5.7%	241	7.6%	7.5%
Telework	332	2.5%	1.5%	199	6.3%	4.4%
CWW	348	2.6%	5.3%	164	5.2%	10.7%
Boarded Ferry with Car/Van/Bus	26	0.2%	0.2%	10	0.3%	0.4%
Used Ferry As Walk On	31	0.2%	0.3%	9	0.3%	0.5%
Other	278	2.1%	2.5%	117	3.7%	4.4%

* Drive alone mode includes fill-in, where applicable.

Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	3,160	36.8%	37.8%	998	53.5%	55.9%
Carpool	1,278	14.9%	12.6%	468	25.1%	22.0%
Vanpool	396	4.6%	6.5%	101	5.4%	7.5%
Motorcycle - 1	46	0.5%	0.7%	16	0.9%	1.1%
Motorcycle - 2	7	0.1%	0.1%	3	0.2%	0.3%
Bus	1,640	19.1%	17.2%	483	25.9%	25.0%
Rail	126	1.5%	1.8%	37	2.0%	2.7%
Bike	757	8.8%	8.6%	229	12.3%	12.3%
Walk	568	6.6%	6.1%	166	8.9%	8.4%
Telework	267	3.1%	1.8%	157	8.4%	5.7%
CWW	128	1.5%	3.6%	67	3.6%	8.7%
Boarded Ferry with Car/Van/Bus	16	0.2%	0.1%	5	0.3%	0.2%
Used Ferry As Walk On	25	0.3%	0.4%	6	0.3%	0.5%
Other	178	2.1%	2.7%	73	3.9%	4.8%

* Drive alone mode includes fill-in, where applicable.

Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	1,020	32%	3,155	100%
1 Days	295	9%	2,135	68%
2 Days	331	10%	1,840	58%
3 Days	373	12%	1,509	48%
4 Days	391	12%	1,136	36%
5 Days	619	20%	745	24%
6 or More Days	126	4%	126	4%

Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
5 days a week	245	17.8%	164	11.9%	300	21.8%	186	13.5%	20	1.5%	71	5.2%	192	14%	18	1.3%	859	62.5%
4 days a week (4/10s)	13	3.4%	136	35.2%	45	11.7%	39	10.1%	7	1.8%	6	1.6%	46	11.9%	6	1.6%	187	48.4%
3 days a week	9	1.1%	297	36.8%	38	4.7%	76	9.4%	3	0.4%	13	1.6%	71	8.8%	9	1.1%	280	34.7%
9 days in 2 weeks (9/80)	2	6.5%	9	29%	4	12.9%	7	22.6%	1	3.2%	0	0%	2	6.5%	0	0%	16	51.6%
7 days in 2 weeks	2	2.3%	34	39.5%	10	11.6%	2	2.3%	0	0%	0	0%	8	9.3%	1	1.2%	31	36%
Other	27	6.4%	121	28.9%	17	4.1%	25	6%	0	0%	9	2.1%	25	6%	9	2.1%	119	28.4%



Count by Occupancy of Carpools, Vanpools, and Motorcycles

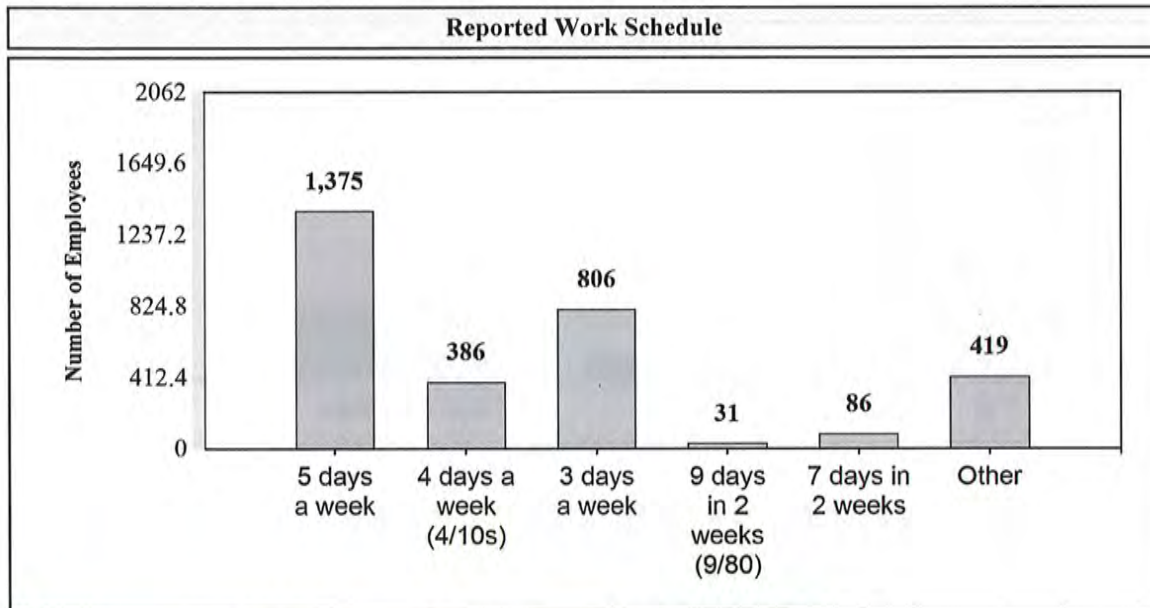
Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	102
2	Motorcycle	19
2	Carpool	1610
3	Carpool	271
4	Carpool	35
5	Carpool	22
>5	Carpool	4
<5	Vanpool	159
5	Vanpool	222
6	Vanpool	74
7	Vanpool	18
8	Vanpool	10
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	3
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0



Reported Work Schedule - All Employees

Q.5 Which of the following best describes your work schedule?

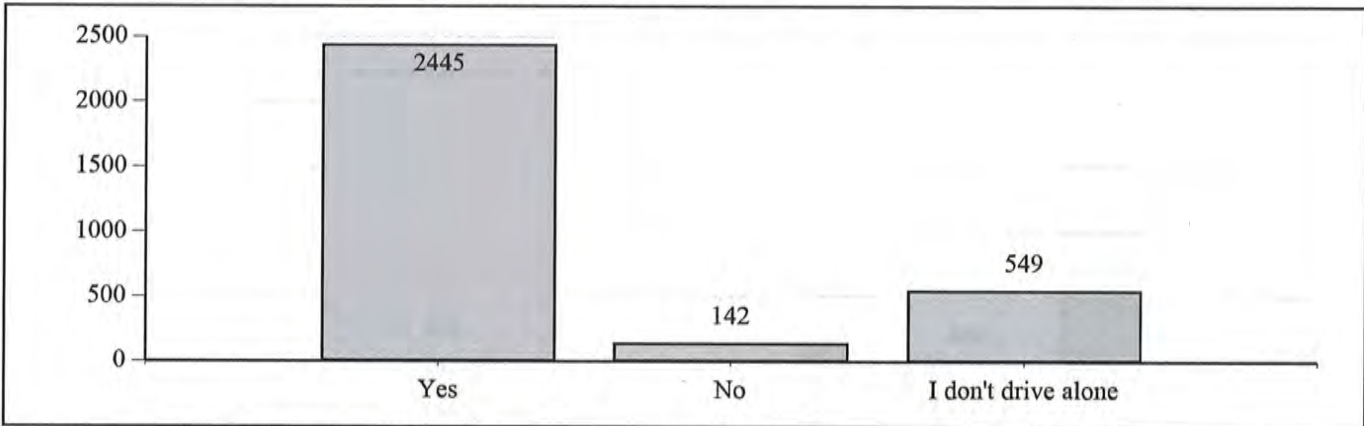


Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	1,375	44.3%
4 days a week (4/10s)	386	12.4%
3 days a week	806	26%
9 days in 2 weeks (9/80)	31	1%
7 days in 2 weeks	86	2.8%
Other	419	13.5%



Parking and Telework

Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)



Q.10: How many days do you typically telework?

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	14	0.4%
I don't telework	2498	79.2%
Occasionally, on an as-needed basis	368	11.7%
1-2 days/month	109	3.5%
1 day/week	92	2.9%
2 days/week	33	1.0%
3 days/week	41	1.3%



Reasons for driving alone to work/not driving alone to work

Q11. When you do not drive alone to work, what are the three most important reasons?

Question Text	# of Responses	% of Responses
Financial incentives for carpooling, bicycling or walking.	1555	20.0%
Cost of parking or lack of parking	1375	17.7%
To save money	1184	15.2%
Free or subsidized bus, train, vanpool pass or fare benefit	1006	12.9%
Personal health or well-being	680	8.7%
Environmental and community benefits	618	7.9%
Other	371	4.8%
To save time using the HOV lane	272	3.5%
Preferred/reserved carpool/vanpool parking is provided	188	2.4%
I have the option of teleworking	166	2.1%
Driving myself is not an option	159	2.0%
Emergency ride home is provided	110	1.4%
I receive a financial incentive for giving up my parking space	98	1.3%

Q12. When you drive alone to work, what are the three most important reasons?

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	1979	28.8%
Family care or similar obligations	1294	18.8%
I like the convenience of having my car	1292	18.8%
Other	1291	18.8%
Bicycling or walking isn't safe	432	6.3%
My job requires me to use my car for work	311	4.5%
My commute distance is too short	156	2.3%
I need more information on alternative modes	111	1.6%
There isn't any secure or covered bicycle parking	8	0.1%



Employee Transit Use - All Employees

Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	40	4	3	122	2	2	50	0	27	28
2	26	5	0	175	0	5	40	0	20	17
3	17	1	1	61	1	0	14	0	4	5
4	19	0	1	84	3	1	20	0	3	7
5	20	1	0	73	1	1	13	0	2	15
6	6	0	0	61	0	0	5	0	0	2
7	1	0	0	3	0	0	0	0	0	0
8	13	0	0	55	1	0	9	0	3	7
9	1	0	0	3	0	0	1	0	0	1
10	10	0	0	69	1	1	17	0	4	8
11 or more	3	0	1	38	0	0	1	0	0	2
# Of Employees using Transit	156	11	6	744	9	10	170	0	63	92
Total One-Way Transit Trips Per Week	617	22	22	3499	40	31	612	0	165	369



Employee Transit Use - Affected Employees

Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	19	2	0	73	1	1	20	0	15	16
2	17	3	0	97	0	3	28	0	11	10
3	11	0	0	40	1	0	9	0	4	1
4	11	0	1	53	1	1	11	0	2	6
5	17	0	0	52	1	1	10	0	1	14
6	3	0	0	41	0	0	3	0	0	1
7	1	0	0	1	0	0	0	0	0	0
8	11	0	0	43	1	0	9	0	2	6
9	1	0	0	3	0	0	0	0	0	1
10	10	0	0	57	1	1	15	0	4	6
11 or more	3	0	1	31	0	0	0	0	0	2
# Of Employees using Transit	104	5	2	491	6	7	105	0	39	63
Total One-Way Transit Trips Per Week	479	8	16	2521	31	26	437	0	118	288



Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	11	0.35%	28	7	0	0	2	0	5	0	0	0	0	0	0
97188	1	0.03%	7	0	0	0	0	0	0	0	0	0	0	0	0
97267	1	0.03%	0	0	0	0	0	0	0	0	0	0	0	0	0
98001	16	0.51%	39	10	9	1	10	9	1	1	0	0	0	0	0
98002	11	0.35%	16	14	0	0	0	14	0	0	1	0	0	0	0
98003	7	0.22%	13	10	5	0	2	0	0	0	0	1	0	0	1
98004	22	0.70%	51	8	11	0	23	0	0	2	4	3	0	0	0
98005	11	0.35%	28	9	0	5	7	0	0	0	4	0	0	0	0
98006	25	0.79%	57	16	7	0	7	0	0	0	1	0	0	0	2
98007	6	0.19%	16	6	5	0	0	0	0	0	0	2	0	0	0
98008	8	0.25%	27	0	0	0	5	0	0	0	2	0	0	0	0
98010	2	0.06%	4	3	0	0	0	0	0	0	1	0	0	0	0
98011	24	0.76%	44	15	0	0	20	0	7	0	9	4	0	0	0
98012	63	2.00%	138	53	23	4	33	0	3	0	4	1	0	0	2
98013	1	0.03%	1	2	0	0	0	0	0	0	0	0	0	0	0
98014	1	0.03%	0	0	0	0	5	0	0	0	0	0	0	0	0
98015	1	0.03%	1	0	0	0	0	0	0	4	0	0	0	0	0
98017	1	0.03%	0	0	3	0	0	0	0	0	0	0	0	0	0
98019	4	0.13%	7	4	4	0	0	0	0	0	0	0	0	0	0
98020	30	0.95%	99	11	4	0	7	0	0	0	4	1	0	0	1
98021	44	1.39%	120	20	0	0	22	0	2	1	7	11	0	0	0
98022	1	0.03%	2	0	0	0	0	0	0	0	0	0	0	0	0
98023	22	0.70%	39	17	8	0	6	1	0	0	0	3	0	0	0
98024	2	0.06%	5	2	0	0	0	0	0	0	0	1	0	0	0
98026	52	1.65%	95	41	15	2	37	0	3	0	8	6	0	0	4
98027	12	0.38%	27	3	9	0	7	0	0	0	2	4	2	0	0



98028	48	1.52%	129	28	6	0	21	0	14	1	13	3	0	0	9
98029	18	0.57%	30	22	9	0	14	0	0	0	2	0	0	0	2
98030	7	0.22%	13	11	0	0	0	4	0	0	2	1	0	0	0
98031	9	0.29%	30	6	4	0	1	0	0	0	1	4	0	0	2
98032	11	0.35%	17	10	5	0	17	3	0	0	0	0	0	0	0
98033	27	0.86%	59	18	2	1	11	0	9	1	3	3	0	0	0
98034	47	1.49%	133	16	6	3	24	1	4	0	6	6	0	0	2
98036	72	2.28%	145	68	15	0	62	0	5	0	9	9	0	0	1
98037	28	0.89%	55	15	23	6	12	0	4	0	5	0	0	0	7
98038	13	0.41%	26	15	0	0	0	0	0	0	5	0	0	0	2
98039	2	0.06%	9	0	0	0	0	0	0	0	0	3	0	0	0
98040	19	0.60%	64	1	0	0	7	0	0	0	3	0	0	0	2
98042	14	0.44%	32	7	7	0	3	10	0	0	0	1	2	0	0
98043	54	1.71%	99	36	19	1	58	0	0	0	2	7	0	0	7
98045	5	0.16%	8	8	0	0	0	0	0	0	0	0	0	0	0
98047	1	0.03%	3	0	0	0	0	0	0	0	0	0	0	0	0
98051	1	0.03%	5	0	0	0	0	0	0	0	0	0	0	0	0
98052	22	0.70%	42	5	2	0	20	0	0	0	5	1	0	0	0
98053	3	0.10%	7	3	5	0	0	0	0	0	0	0	0	0	0
98055	10	0.32%	20	7	0	0	3	4	0	0	0	0	0	0	0
98056	16	0.51%	36	13	9	5	2	0	0	0	4	4	0	0	0
98057	6	0.19%	9	0	2	0	10	0	0	3	0	4	0	0	0
98058	15	0.48%	45	6	4	0	1	0	0	2	0	0	0	0	1
98059	15	0.48%	47	0	4	0	7	0	0	0	2	6	0	0	0
98063	1	0.03%	3	0	0	0	0	0	0	0	0	2	0	0	0
98065	3	0.10%	4	6	0	0	0	0	0	0	1	0	0	0	0
98070	2	0.06%	0	2	0	0	0	0	0	0	0	0	1	6	0
98072	10	0.32%	19	11	0	0	5	0	2	0	2	0	0	0	4
98074	16	0.51%	37	8	5	0	7	0	0	0	1	4	0	0	4
98075	3	0.10%	2	1	3	0	2	0	0	0	4	0	0	0	0
98077	10	0.32%	19	5	5	3	10	0	0	0	0	0	0	0	0
98087	33	1.05%	83	13	8	5	29	0	0	0	0	10	0	0	0
98092	7	0.22%	11	0	2	0	0	10	0	0	0	0	0	0	0
98101	14	0.44%	14	2	0	0	24	0	2	0	2	0	0	0	5
98102	56	1.77%	80	29	3	8	50	4	34	5	3	9	0	0	2
98103	186	5.90%	293	109	5	2	151	1	138	21	22	29	0	0	19
98104	6	0.19%	7	0	0	0	2	4	7	1	1	0	0	0	0



98105	210	6.66%	139	30	1	12	72	4	123	470	19	13	0	0	47
98106	18	0.57%	44	3	0	0	17	0	0	0	1	2	0	0	0
98107	65	2.06%	114	44	0	2	39	0	39	9	6	5	0	0	2
98108	12	0.38%	29	5	0	0	9	15	0	0	0	1	0	0	0
98109	36	1.14%	65	26	0	0	34	2	17	4	1	8	0	0	6
98110	10	0.32%	4	1	8	0	0	0	7	0	6	1	6	11	2
98112	56	1.77%	89	39	0	0	45	0	34	5	10	1	0	0	8
98115	346	10.97%	424	215	0	13	224	1	325	217	28	27	4	0	37
98116	33	1.05%	67	11	22	8	12	0	0	0	8	4	0	0	1
98117	95	3.01%	186	95	12	5	36	0	33	3	5	9	0	0	8
98118	33	1.05%	58	25	0	0	6	18	16	0	2	1	0	0	5
98119	37	1.17%	82	37	0	1	30	0	6	0	3	13	0	0	1
98121	18	0.57%	26	1	0	0	30	0	2	13	1	4	0	0	4
98122	49	1.55%	114	13	0	1	54	0	22	8	3	4	0	0	8
98125	165	5.23%	210	108	1	15	304	2	54	5	6	27	0	0	20
98126	21	0.67%	56	10	7	3	13	0	0	0	2	1	0	0	0
98133	94	2.98%	187	76	1	8	80	3	7	5	3	10	0	0	1
98136	16	0.51%	27	9	0	0	11	0	1	1	2	0	0	0	7
98144	34	1.08%	84	26	0	0	16	8	6	0	2	8	0	0	2
98145	1	0.03%	1	2	0	0	0	0	0	0	4	0	0	0	0
98146	15	0.48%	40	3	14	0	4	0	0	0	1	1	0	0	0
98148	6	0.19%	14	13	0	0	0	0	0	0	0	0	0	0	0
98155	124	3.93%	234	95	7	2	85	0	56	0	22	8	0	0	15
98166	18	0.57%	41	5	11	0	8	2	0	0	1	2	0	0	0
98168	15	0.48%	37	13	6	0	11	4	0	0	0	1	0	0	0
98177	34	1.08%	71	19	0	0	33	0	6	3	4	0	0	0	5
98178	16	0.51%	49	10	0	1	0	5	0	0	2	0	0	0	5
98188	11	0.35%	30	11	0	0	0	7	0	0	0	0	0	0	1
98198	17	0.54%	40	18	0	0	5	5	0	0	0	5	0	0	1
98199	46	1.46%	102	32	5	0	28	2	11	0	5	7	0	0	0
98201	12	0.38%	4	12	11	0	13	0	4	0	0	2	0	0	0
98203	16	0.51%	24	22	12	0	7	0	0	0	3	6	0	0	2
98204	17	0.54%	35	12	8	0	26	0	0	0	0	4	0	0	0
98208	54	1.71%	105	39	21	3	45	0	0	1	2	10	0	0	0
98210	1	0.03%	2	0	0	0	0	0	0	0	0	0	0	0	0
98223	7	0.22%	27	0	0	0	0	0	0	0	3	0	0	0	0
98225	1	0.03%	0	0	0	0	0	0	0	0	0	0	0	0	0



98236	1	0.03%	3	0	0	0	0	0	0	0	0	0	0	0	0
98252	2	0.06%	9	0	0	0	0	0	0	0	0	0	0	0	0
98258	14	0.44%	26	12	11	0	10	0	0	0	0	4	0	0	0
98270	17	0.54%	31	5	20	0	9	0	0	0	0	0	0	0	0
98271	6	0.19%	12	5	5	0	2	0	0	0	0	2	0	0	0
98272	4	0.13%	11	2	0	0	0	0	0	0	5	0	0	0	0
98273	1	0.03%	7	0	0	0	0	0	0	0	0	0	0	0	0
98275	15	0.48%	46	9	5	1	5	0	0	0	0	0	0	0	0
98282	2	0.06%	7	4	0	0	0	0	0	0	0	0	0	0	0
98287	1	0.03%	2	1	0	0	0	0	0	0	0	0	0	0	0
98290	10	0.32%	22	4	4	0	0	0	0	0	3	0	0	0	0
98292	3	0.10%	7	0	4	0	0	0	0	0	1	0	0	0	0
98296	20	0.63%	33	28	5	0	20	0	0	0	0	0	0	0	0
98310	2	0.06%	0	0	0	0	0	0	0	1	0	0	5	3	2
98311	1	0.03%	0	0	0	0	0	0	0	0	0	0	3	0	0
98312	1	0.03%	0	0	0	0	0	0	0	0	0	0	0	0	4
98327	1	0.03%	3	0	0	0	0	0	0	0	0	4	0	0	0
98328	1	0.03%	1	1	0	0	0	0	0	0	0	0	0	0	0
98332	3	0.10%	6	2	4	0	0	0	0	0	3	0	0	0	0
98333	1	0.03%	3	0	0	0	0	0	0	0	0	0	0	0	0
98335	3	0.10%	11	3	0	0	0	0	0	0	0	0	0	0	0
98338	3	0.10%	4	0	0	0	0	8	0	0	0	0	0	0	0
98342	1	0.03%	0	0	0	0	5	0	0	0	0	0	0	0	0
98360	1	0.03%	2	0	0	0	0	0	0	0	0	0	0	0	0
98365	1	0.03%	2	0	0	0	0	0	0	0	0	0	2	0	0
98366	3	0.10%	4	0	3	0	0	0	0	0	0	0	0	5	0
98367	1	0.03%	1	0	0	0	0	0	0	0	0	0	1	1	0
98370	2	0.06%	1	0	0	0	0	0	0	0	0	0	0	5	0
98371	1	0.03%	4	0	0	0	0	0	0	0	0	0	0	0	0
98372	3	0.10%	8	0	0	0	0	4	0	0	0	0	0	0	0
98374	7	0.22%	16	5	0	0	0	0	0	0	4	5	0	0	0
98375	6	0.19%	19	1	0	0	0	4	0	0	0	1	0	0	0
98383	1	0.03%	4	0	0	0	1	0	0	0	1	0	0	0	0
98390	2	0.06%	9	0	0	0	0	0	0	0	0	0	0	0	0
98391	5	0.16%	11	3	1	0	0	0	0	0	3	0	0	0	0
98402	1	0.03%	0	0	0	0	0	4	0	0	0	0	0	0	0
98403	2	0.06%	5	0	2	0	1	0	0	0	0	0	0	0	0



98404	6	0.19%	2	10	7	0	11	0	0	0	0	0	0	0	0
98405	3	0.10%	2	3	0	0	5	0	0	0	0	0	0	0	0
98406	3	0.10%	7	0	0	0	7	0	0	0	1	0	0	0	0
98407	6	0.19%	20	1	0	0	6	0	0	0	0	0	0	0	0
98408	1	0.03%	0	0	0	0	0	0	0	0	5	0	0	0	0
98409	2	0.06%	6	0	0	0	0	0	0	0	0	0	0	0	0
98418	1	0.03%	0	0	0	0	5	0	0	0	0	0	0	0	0
98422	6	0.19%	8	4	9	0	0	0	0	0	0	0	0	0	4
98424	1	0.03%	0	0	0	0	4	0	0	0	0	0	0	0	0
98439	1	0.03%	0	0	0	0	3	0	0	0	0	0	0	0	0
98442	1	0.03%	2	0	0	0	3	0	0	0	0	0	0	0	0
98444	1	0.03%	3	0	0	0	0	0	0	0	0	0	0	0	0
98446	2	0.06%	0	3	1	0	1	0	0	0	4	0	0	0	0
98465	1	0.03%	0	0	2	0	0	0	0	0	0	0	0	0	0
98466	5	0.16%	8	9	0	0	4	0	0	0	0	0	0	0	0
98467	2	0.06%	3	0	0	0	0	0	0	0	0	0	0	0	0
98498	3	0.10%	9	0	0	0	0	0	0	0	2	4	0	0	0
98499	1	0.03%	1	0	0	0	4	0	0	0	0	0	0	0	0
98501	3	0.10%	6	2	0	0	2	0	1	0	0	0	0	0	1
98503	1	0.03%	1	1	0	0	1	0	0	0	0	0	0	0	0
98512	1	0.03%	0	5	0	0	0	0	0	0	0	0	0	0	0
98513	1	0.03%	3	0	0	0	0	0	0	0	0	0	0	0	0
98528	1	0.03%	1	4	0	0	0	0	0	0	0	0	0	0	0
98563	1	0.03%	3	0	0	0	0	0	0	0	0	0	0	0	0
98596	1	0.03%	5	0	0	0	0	0	0	0	0	0	0	0	0
98904	1	0.03%	2	3	0	0	0	0	0	0	0	0	0	0	0
98926	1	0.03%	0	0	0	0	0	0	0	0	0	0	0	0	0
99158	1	0.03%	0	0	0	0	3	0	0	0	0	0	0	0	0

III. Seattle Children's Hospital Final Report for Street Vacation

SEATTLE CHILDREN'S HOSPITAL QUARTERLY REPORT

Dated: September 13, 2013

This final report, prepared by Seattle Children's Hospital ("Children's"), is in satisfaction of the requirements set forth in the Resolution approving the Laurelon Terrace street vacations (CF 309690, June 1, 2010).

PART I: STREET VACATION

A. *Status of Development Activity*

On November 29, 2010, the Department of Planning and Development ("DPD") approved Children's Master Use Permit ("MUP") for its Phase 1 Hospital Expansion 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, consisting of 329,087 gross square feet, houses inpatient beds, lobby space, the relocated emergency department, a future kitchen, loading dock and mechanical space. Approximately 186 surface parking stalls have been constructed north and south of the new building.

Since issuance of the MIMP and associated permits, the following site preparation and development activities have been completed: identification and removal of asbestos from the Laurelon Terrace units; disconnection of utility lines; grading and shoring, and relocation of soil as a base for the temporary surface parking; demolition of the buildings; and commencement and completion of construction and site improvements. The Phase 1 building is now 100% complete. The Seattle Department of Planning and Development issued a Temporary Certificate of Occupancy on March 6, 2013, and the final Certificate of Occupancy followed on August 9, 2013 (A/P number 6249699). The 48-bed Cancer Care Unit and the 32-bed Intensive Care Unit moved into their new homes on the eighth, seventh and sixth floors of the building on April 21, 2013. The Emergency Department began operation in its new first floor location on April 23, 2013. The site improvements are finished, including the sidewalks, bus shelters, lighting, cycle path, parking lots, and landscaping at all locations. The Seattle Department of Transportation (SDOT) activated the new traffic signal at the corner of 40th Avenue NE and Sand Point Way on January 24, 2013. Children's has paid in full the fee owed for the City's vacation of the Laurelon Terrace streets (\$7.56 Million, paid 7/29/2013, Check #1290423). We are awaiting the Council Ordinance finalizing such street vacation.

B. *Resolution of Utility Issues*

Prior to the City Council Resolution of June 1, 2010, Children's reached agreement with all utility providers for the termination and/or relocation of all affected utilities on the Laurelon Terrace site.

Actions to deal with utilities include the following, and are now complete:

Seattle Public Utilities: Provide a new, enlarged water line along the frontage at Sand Point Way, NE. Relocate fire hydrants as required. Relocate storm and wastewater drains and lines formerly traveling through the middle of the site. Cut and cap all water, wastewater, and storm water lines serving the former Laurelon Terrace site.

Puget Sound Energy: Provide a larger gas line on 40th Ave. NE, between 45th Street and Sand Point Way NE.

Seattle Department of Transportation: Street frontage improvements on Sand Point Way at the project site, the Hartmann property, and on 40th Avenue NE fronting the project site.

Seattle City Light: Reworked service access on 45th Street NE between the project site and the existing hospital. All lines going into the former Laurelon Terrace project were terminated.

Qwest/Century Link Communications: Terminated all lines going into the former Laurelon Terrace project.

C. *Public Benefits*

The status of Children's implementation of the public benefits associated with the Phase 1 Project is as follows:

1. Burke-Gilman Trail/Sand Point Way NE Connection at Hartmann Site: The Council Resolution states that "these improvements would likely occur during the second phase of the Master Plan." However, in response to input from the Standing Advisory Committee ("SAC"), Children's moved this benefit forward to begin after completion of the Phase 1 Project. Design and coordination efforts are underway with DPD, Seattle Parks Department, and SDOT. The first of two community open houses was held on December 15, 2012 and the second occurred on February 2, 2013. Both were well attended and design was finalized and presented to the SAC at its annual meeting on March 19, 2013. Children's has completed its preparatory work and submitted its Master Use Permit materials to DPD on May 16, 2013 under project number 6357361 which were accepted on June 3, 2013. The required MUP/SEPA (MUP #3014589) signs were erected on the site on June 7, 2013. We intend to begin construction of the trail connection as soon as necessary reviews are completed and entitlements are in place and are still hopeful that the work can begin later this fall.

2. Street Amenities on Sand Point Way NE: These improvements are scheduled to occur as part of Phases 1 and 2 of the hospital expansion and include a sidewalk, cycle track, new street lighting, landscaping, and new Metro bus stops along Sand Point Way NE at the project site and the Hartmann property. These improvements are finished and being used.

3. Enhanced Public Transit/Shuttle Centers on Sand Point Way NE: These improvements are scheduled to occur as part of Phases 1 and 2 of the hospital expansion. The Children's shuttle hub is now complete and in use, immediately adjacent to the Phase 1 Building on the project site (rather than along Sand Point Way NE). These transit and shuttle stops may change in subsequent phases of development.

4. \$2 Million Bicycle and Pedestrian Fund: These funds will be paid by Children's into an SDOT-administered fund, on a pro-rata basis (\$500,000 for each phase), for each of Phases 1-4 of hospital expansion. SDOT and Children's prepared a joint Memorandum of Understanding ("MOU") to provide for the administration of the Bicycle and Pedestrian Fund. The Phase 1 payment of \$500,000 has been paid to the City of Seattle. (See Council Condition #42 below.)

5. Street Amenities on 40th Avenue NE: These improvements were scheduled to occur as part of Phase 1 of the hospital expansion and include new sidewalk, small plaza areas (including seating), and landscaping. These improvements are complete and in use.

6. Pocket Park at Corner of 40th Avenue NE/NE 45th Street and NE 45th Street Edge: The pocket park and southern buffer improvements were scheduled to occur as part of Phase 1 of the hospital expansion and include seating, walking paths, pedestrian level lighting, a sculpture, and landscaping (including relocated specimen trees from the former Laurelon Terrace project), and environmental education. These improvements are complete and in use.

PART II: COUNCIL CONDITIONS

The SAC has asked for quarterly reports with respect to Children's compliance with Council Conditions 1-42 in the adopted Master Plan (Ordinance 123263) and this information is provided below.

Condition #1: The Phase 1 Project, with 329,087 square feet of developable gross floor area, will bring total campus development to approximately 1,189,375 square feet of floor area, leaving approximately 935,625 square feet of authorized but undeveloped floor area.

Conditions #2-10: The Phase 1 Project meets the Open Space, FAR, height, lower and upper level setbacks, and open space requirements set forth in these Conditions.

Condition #11: Children's identified any trees on the Laurelon Terrace site that exceed six caliper inches in width measured three feet above the ground. DPD approved Children's plan in accordance with this condition, including relocation, recycling, and protecting trees in

place. All requirements were met and Lindsay King with DPD issued her approval on February 6, 2013.

Condition #12: Phase 1 added approximately 186 surface parking stalls north and south of the Phase 1 buildings. Children's landscaped the parking lot for visual relief and screening of the facility (to the extent possible given the ground helistop location).

Condition #13: Development standards comparisons have been corrected in the Compiled Master Plan (approved May 12, 2010).

Condition #14: 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. These Guidelines were used by the SAC and by the DPD in their respective reviews of the Phase 1 Project.

Condition #15: A new SAC was convened to review and comment on proposed projects by Children's to implement the adopted Master Plan and has held multiple meetings to discuss the Construction Management Plan, helistop location, Livable Streets, the building's exterior materials and design, replacement housing proposal, and other aspects of Children's progress on its project. Another meeting was held on March 19, 2013 during which Children's updated SAC members on Burke-Gilman Trail connection planning and other relevant developments.

Condition #16: This condition, requiring documentation of patient care need, is not applicable to Phase 1.

Conditions #17 and 38: Children's Transportation Management Program ("TMP") will continue 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, daily commute bonus for non-drivers, a fleet of company bicycles for those who commit to pedal to work, 100% subsidized transit pass, and a comprehensive shuttle to transit system. In September of 2013, Children's will participate in the every-other-year statewide CTR survey to measure the results of our program. In the last survey, which was conducted in the fall of 2011, Children's achieved an SOV rate of 39.3%.

Condition #18: No portion of Phase 1 will be rented or leased to third parties unless they are providing pediatric medical care or directly related supporting uses. There are no third party leases in place for Phase 1, except an agreement with Starbucks to operate a small coffee shop that provides food and beverages to hospital visitors and staff.

Condition #19: Children's is working 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 will exceed the Council requirements for total number of units, and will include 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. The Phase 1 (Shoring & Excavation)

Permit was submitted on December 5, 2012 and the Phase 2 (Structural & Architectural) Permit was submitted on December 21, 2013. Security Properties provided The UW and Children's with its formal notice of intent to proceed with the project, which triggered site preparation activities, such as the removal of several underground fuel storage tanks. We expect the formal groundbreaking to occur on October 1, 2013.

Condition #20: Children's developed a Construction Management Plan (CMP) and presented it to the SAC for review and comment. The general contractor (Sellen Construction) and its subcontractors complied with the terms of the CMP.

Condition #21: Children's worked with SDOT and WSDOT to develop the design, plan and construct the intersection improvements and traffic signal at 40th Avenue NE and Sand Point Way NE. This signal was required to be installed and functioning prior to the issuance of a Certificate of Occupancy for the Phase 1 Project. As of January 24, 2013, the signal was operating.

Conditions #22-24 (Geology): Children's complied with these geology conditions as part of the Phase 1 Project to minimize impacts from soil that is tracked from the site or spilled onto the streets by transport or wind.

Conditions #25-30 (Air Quality): Children's performed a hazardous materials survey (including asbestos and lead survey) of the Laurelon Terrace units and grounds during construction with the additional air quality condition set forth here.

Conditions #31-34 (Noise): Children's complied with the permissible hours of construction as well as the other noise mitigation measures set forth here.

Condition #35: As part of Phase 1, Children's created an onsite shuttle hub, an enhanced campus pathway to connect to public transit on Sand Point Way NE, and additional bicycle parking.

Condition #36: Consistent with the TMP, near-site improvements include: working with Seattle Department of Transportation (SDOT) and Washington State Department of Transportation (WSDOT) to improve intersections such as Penny Drive/Sand Point Way NE and 40th Ave NE/Sand Point Way NE; improve connectivity between the Burke-Gilman Trail and Children's; enhance the Sand Point Way NE 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. The design of the intersection was informed by a robust public engagement process to gather ideas and suggestions from the community. This 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 NE street frontage is now completed with improved sidewalks and a bi-directional protected cycle path.

Condition #37: Children's is continuing to provide offsite parking at Magnuson Park and other offsite locations that are connected to Children's by private shuttle. Construction workers were also required to park offsite and are transported to the job site by bus

Condition #39: As part of Phase 1, Children's paid the City its fair share (\$22,600) (Per SDOT \$22,500 Paid with check #1221055 dated 3/14/2011 – City receipt #04423489) of the cost of future traffic signal improvements at 40th Avenue NE/NE 55th Street.

Condition #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 (\$500,000 Paid with check #1221057 dated 3/14/2011 – City receipt #0443484) to build Intelligent Transportation System improvements through the corridor from Montlake Blvd/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 MOU to govern the administration of Children's commitment to pay the City \$500,000 for Intelligent Transportation Improvements in the Montlake and NE 45th Street corridors. Children's worked with SDOT to specify the improvements described in this condition. An ITS system that includes congestion and travel time sensors as well as a variable message sign that informs drivers about road conditions and helps to route around traffic, which are now in place and partially operational.

Condition #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 NE 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. (For Phase 1 SDOT calculated a payment of \$285,835 Paid with check #1221058 dated 3/14/2011 – City receipt # 04423483) Children's has 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) became operational in the Spring of 2013.

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. Children's is in compliance with this condition – Children's has paid \$500,000 for bike/pedestrian improvements associated with this phase of development. (\$500,000 Paid with check #1221056 dated 3/14/2011 – City receipt #04423487) 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.

Submitted this 13th day of September, 2013

Todd Johnson, Vice President of Facilities
todd.johnson@seattlechildrens.org

IV. Seattle City Council Transportation Committee Update



Seattle Children's[®]
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**Seattle City Council
Transportation Committee
Presented: May 25, 2010
Updated: August 13, 2014**





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Location/Neighborhood Context





Seattle Children's
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Seattle Children's Campus

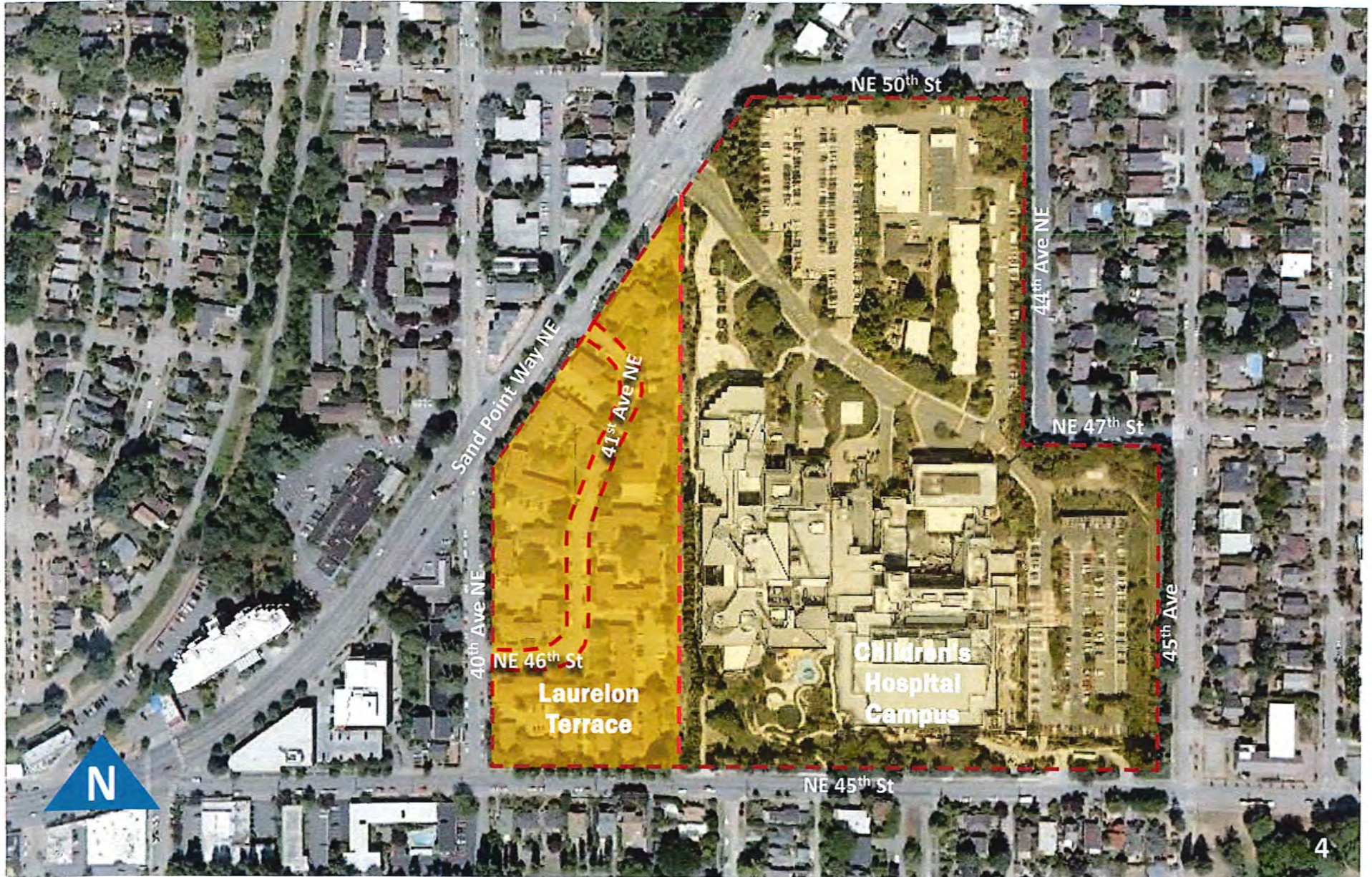




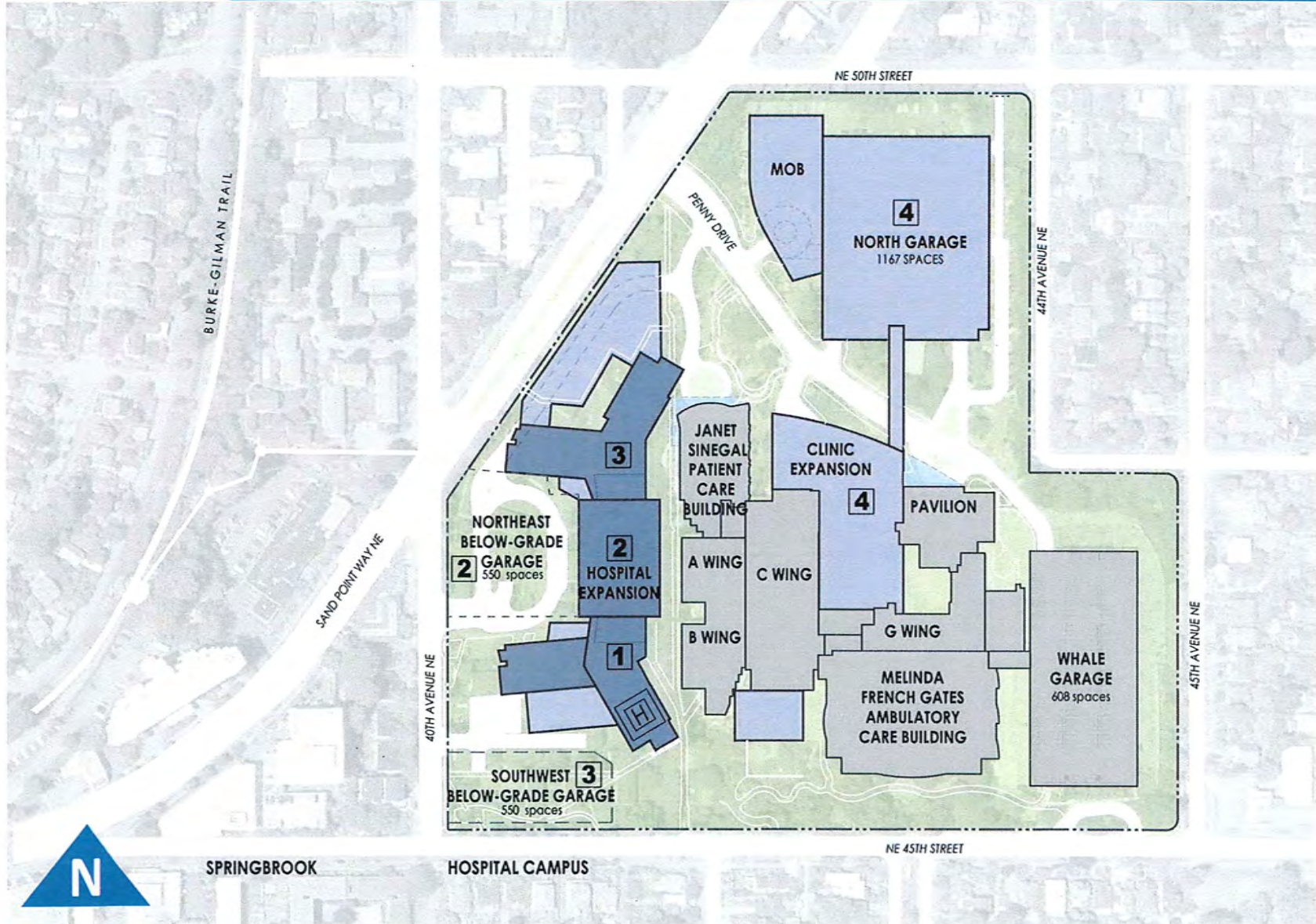
Seattle Children's Expanded Campus



Streets to be Vacated



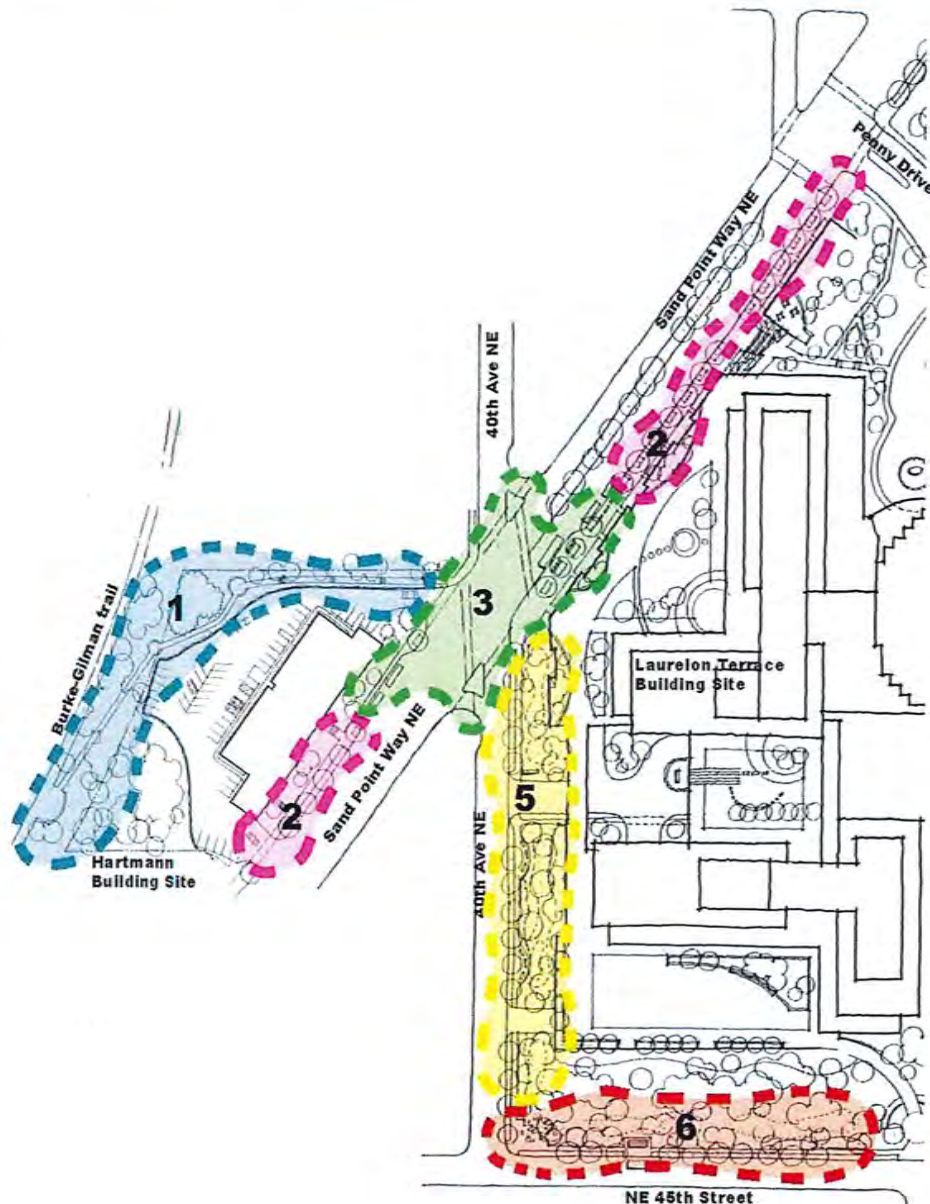
Master Plan



* Proposed layout contingent on DPD review and approval.











SEATTLE CHILDREN'S PROPOSED PUBLIC BENEFITS KEY MAP



1. Burke-Gilman Trail / Sand Point Way NE Connection At Hartmann site
2. Street Amenities on Sand Point Way NE
3. Enhanced Public Transit / Seattle Children's Shuttle Centers on Sand Point Way NE
4. \$2 Million for Bike and Pedestrian Fund
5. Street Amenities on 40th Ave NE
6. Pocket Park at corner of 40th Ave NE / NE 45th St Edge

PUBLIC BENEFITS

		Street Vacation Public Benefit	SEPA/EIS Mitigation	Council Master Plan Condition
PB#1	Burke-Gilman Trail/Sand Point Way NE Connection at Hartmann	 Yes	No	Yes
PB #2	Street Amenities on Sand Point Way NE	 Yes	No	Yes
PB #3	Enhanced Public Transit/Children's Shuttle Centers on Sand Point Way NE	 Yes	Yes	Yes
PB #4	\$2 M for Pedestrian and Bicycle Improvements	 Yes	Yes	Yes
PB #5	Street Amenities on 40 th Avenue NE	 Yes	No	No
PB #6	Pocket Park at corner of 40 th Avenue NE/NE 45 th St Edge	 Yes	No	No
\$.5 M	Intelligent Transportation System Improvements - Montlake Blvd/NE 45 th St/Sand Point Way NE	No	 Yes	Yes
\$1.4 M	NE Seattle Transportation Improvement Projects To Improve Traffic Conditions	No	 Yes	Yes

DISTRIBUTION BY PHASE

		Phase 1	Phase 2	Phase 3	Phase 4
PB #4	\$2 M Pedestrian and Bicycle Improvements	\$.500 M	\$.500 M	\$.500 M	\$.500 M
\$.500 M	Intelligent Transportation System Improvements - Montlake Blvd/NE 45 th St/Sand Point Way NE	\$.500 M			
\$1.400 M	NE Seattle Transportation Improvement Projects To Improve Traffic Conditions	\$.350 M	\$.350 M	\$.350 M	\$.350 M
Total by Phase	Distribution per City Council Conditions in Approved Master Plan	\$1.350 M	\$850 M	\$.850 M	\$.850 M



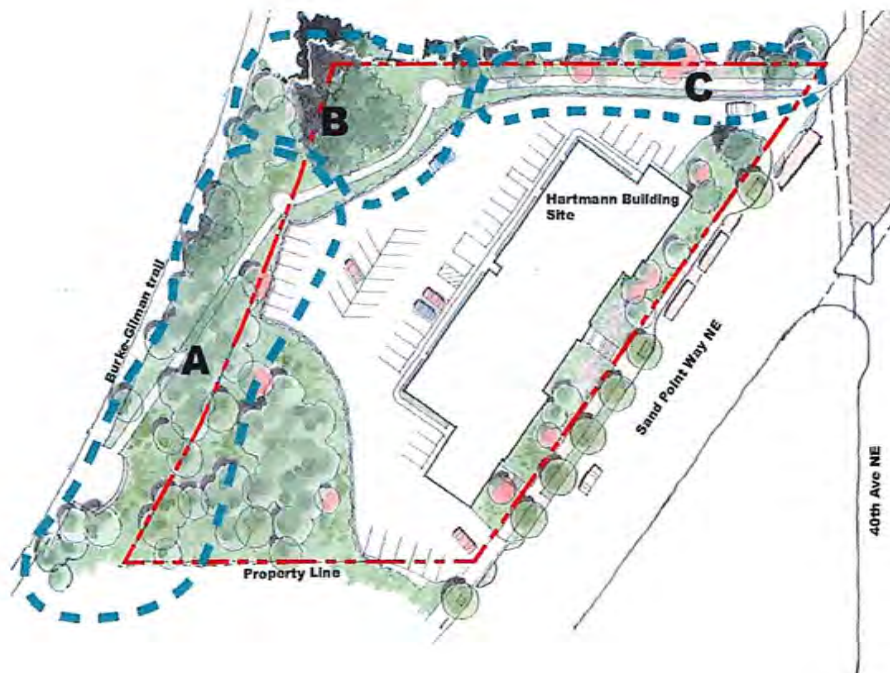
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**Seattle City Council
Transportation Committee
Presented: May 25, 2010
Updated: August 13, 2014**





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



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.

Construction Phase:

This connection would be constructed during the second phase of Master Plan development. Seattle Children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

Area A – Burke-Gilman Gateway

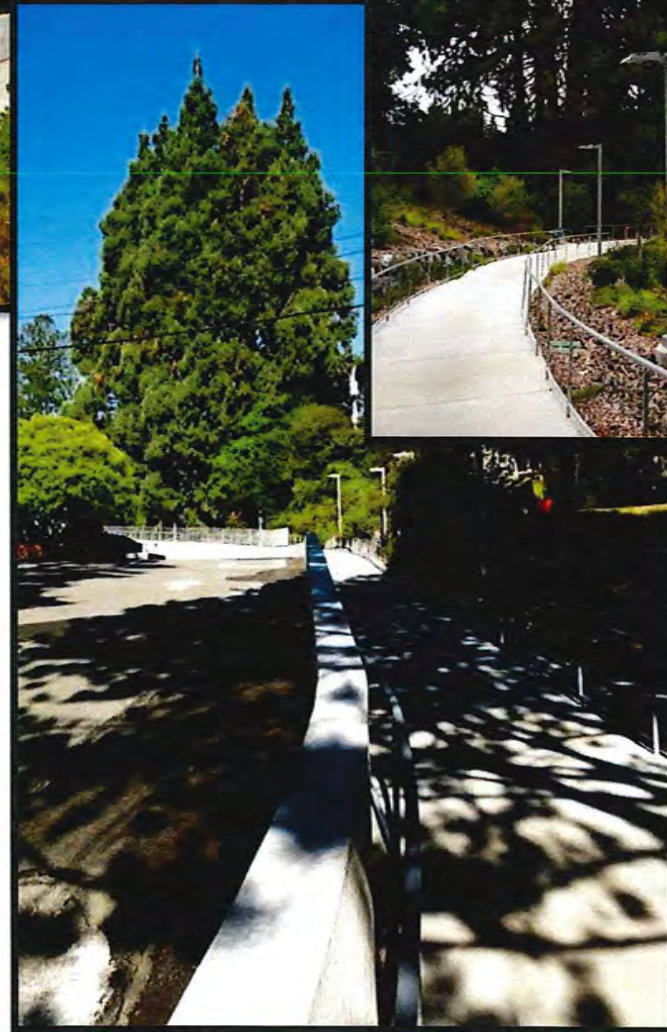
- 17,000 SF. min. area between Hartmann building site and the Burke-Gilman trail. 5,000 SF. min. of which is on Seattle Children's Hospital property.
- 800 SF. min. of gateway plaza consisting of specially paving surfaces (e.g. concrete unit pavers, colored, textured concrete, etc) and 20 LF. of seating elements (e.g. site furnishings, seatwalls, stones)
- Information and wayfinding signage identifying the connection route.
- 6' wide min. to 8' wide pathway with intermediate landings and connecting to "Burke-Gilman Steps" (see area C below).
- Low level safety lighting to allow 24 hours access from Burke-Gilman trail to Sand Point Way NE.
- Planting material species consistent with and complimentary to sequoia grove and would include trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, bulbs.
- Plantings would be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
- Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overrides)
- Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.

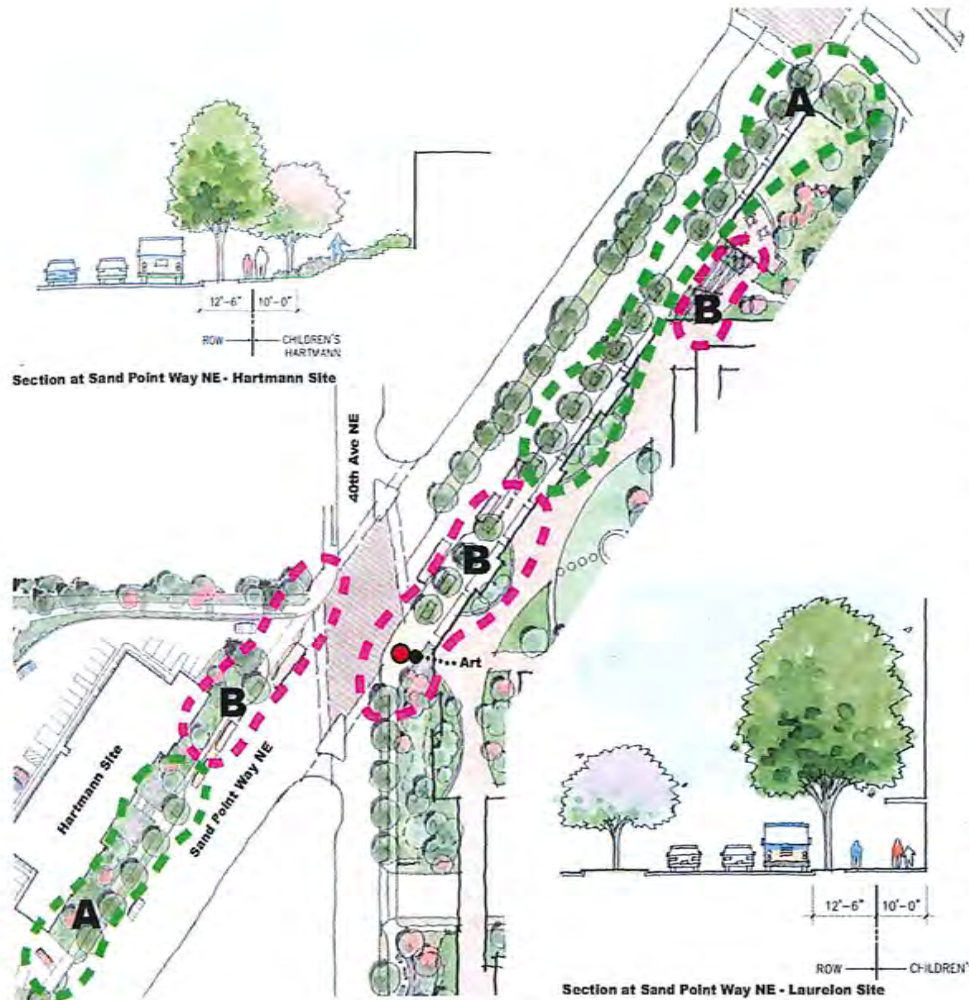
Area B – Existing Sequoia Grove

- 9,000 SF. min. area defined by the seven (7) existing Sequoia tree canopy. 5,000 SF. min. of which is on Seattle Children's Hospital property.
- Existing Sequoia tree grove would be protected in place subject to a good health exam by a certified arborist.
- All planning and development within the critical root zone of the existing sequoia grove would be reviewed and approved by certified Arborist.
- All construction activity in this area would be reviewed by certified Arborist.

Area C – Burke-Gilman Steps

- 2,500 SF. min. area adjacent to the Hartmann building.
- Concrete staircase of 8' min width.
- 30 LF min. of seating elements (e.g. site furnishings, seatwalls, stones).
- Bike gutters at stairway edges allowing for rolling bike access up and down stairway.
- Information and wayfinding signage identifying the connection route.
- Neighborhood kiosk for posting of community and neighborhood events.
- Signage to be coordinated with all agencies having jurisdiction (e.g. SDOT, METRO, WDSOT, Seattle Children's, etc) to minimize clutter and provide organized streetscape.
- Low level safety lighting to allow 24 hours access from Burke-Gilman trail to Sand Point Way NE.
- Planting material species consistent with and complimentary to sequoia grove and would include trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, bulbs. Plantings would be a minimum of 30% drought tolerant species.
- Plantings would be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
- Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overrides)
- Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.





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 Laurelton 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.

Construction Phase:

These improvements would likely occur within the first and second phase of Master Plan development. Seattle Children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

Area A – Sand Point Way NE Street Frontage

1. Up to 22'-6" wide public benefit zone from curb line to face of building (see cross sections) including the following:
2. Concrete sidewalks with planting strips to SDOT standards in the ROW on both sides of Sand Point Way NE.
3. Additional concrete sidewalks on Seattle Children's property along Sand Point Way NE of 6' min. to 10' max. widths depending on adjacent site development.
4. Street trees, in excess of the minimum required by code, would be provided on both sides of Sand Point Way NE. The quantity and placements of trees to be determined by consultation with the DPD Director and the Director of Transportation.
5. Street trees in ROW would be placed in continuous planting strips where possible and appropriate.
6. Street trees in tree pits of less than 32 SF. in size would have the growing medium linked to adjacent tree pits to allow for adequate soil volume for specified tree. (e.g. planting soil below sidewalk or permeable concrete paver zone over planting soil).
7. Landscaping would be consistent with current Seattle Children's planting scheme with 40:60 landscape to hardscape ratio.
8. Landscape to be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
9. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overrides)
10. Where appropriate spilling of the interior space out onto the sidewalk areas would be designed to create pedestrian friendly open spaces. (e.g. specialty paving at building entries from interior lobby extending out onto sidewalk).
11. Directional, information, and wayfinding signage would be provided for the public on both sides of Sand Point Way NE. Signage to be coordinated with all agencies having jurisdiction (e.g. SDOT, METRO, WDSOT, Seattle Children's, etc) to minimize clutter and provide organized streetscape.
12. 40 LF min. of seating elements at Laurelton Terrace frontage. 15 LF min. of seating elements at Hartmann frontage.
13. Enhanced pedestrian safety and street lighting would be provided along the developed areas on both sides of Sand Point Way NE.
14. Weather protection would be provided by means of canopies and building overhangs along entire developed Sand Point Way NE frontage.
15. Public bicycle parking would be provide at appropriate building entries. Minimum 2 racks at Laurelton frontage (6 bikes) and 1 Rack at the Hartmann site frontage (3 bikes).

Area B – Public Plaza

1. Public plazas would be created adjacent to the public crosswalks on the east side of Sand Point Way NE.
 - A. 2,500 SF. total plaza(s) at the corner, or along Sand Point Way NE and 40th Ave NE, or along Sand Point Way NE.
2. Plazas would incorporate durable and maintainable materials.
3. Each plaza would incorporate 20 LF seating elements.
4. Art would be incorporated into the plaza spaces. A minimum of one commissioned art piece.





3. ENHANCED PUBLIC TRANSIT / SEATTLE CHILDREN'S SHUTTLE CENTERS ON SAND POINT WAY NE

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.

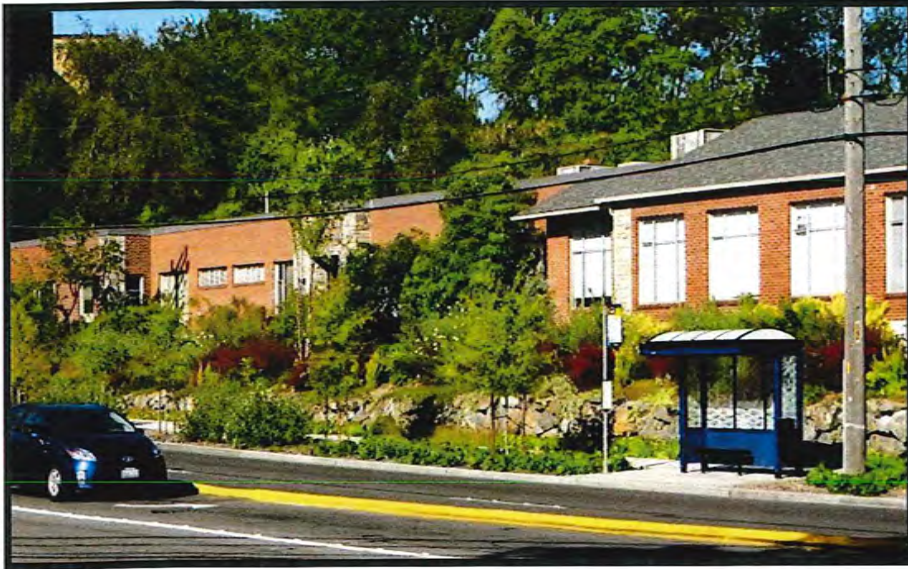
Construction Phase:

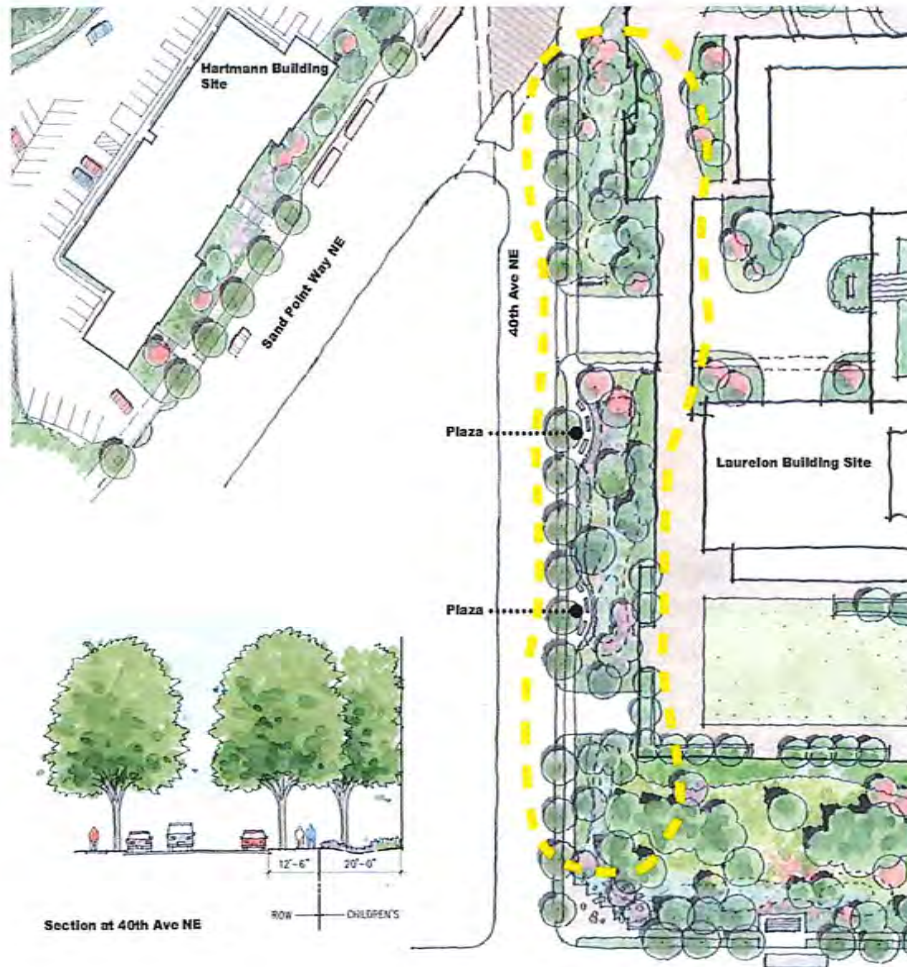
These improvements would likely occur within the first and second phase of Master Plan development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below. METRO bus stops will be maintained by METRO.

Public Benefits – Proposed Development Standards

Enhanced Public Transit / Seattle Children's Shuttle Centers on Sand Point Way NE

1. With METRO approval, relocate METRO bus stops on both sides closer to the intersection of Sand Point Way NE and 40th Ave NE.
2. Locate new Seattle Children's shuttle stops to Sand Point Way NE at the intersection with 40th Ave NE.
3. Seattle Children's shuttle stops would be constructed in pull-outs off of the main Sand Point Way NE right of way to minimize impacts to traffic congestion.
4. Provide custom bus and shuttle shelters with seating. METRO Shelter design would be coordinated with METRO through METRO arts program. Shelters to be distinct from each other to avoid confusion as to which service serves each shelter.
5. Provide a minimum of one shelter for METRO, and one shelter for Seattle Children's shuttles at each side of Sand Point Way NE. (4 shelters minimum).
6. Provide signage and maps for bus and shuttle timetable and route information.
7. Sidewalk and streetscape improvements and amenities to serve the transit and shuttle users on both sides of Sand Point Way NE would be developed per item 2. Street amenities on Sand Point Way NE. Refer to previous sheet.
8. Work with SDOT and WSDOT on intersection design at 40th Ave NE and Sand Point Way NE to compliment the street frontage design and provide pedestrian safety.





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 Laurelton 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.

Construction Phase:

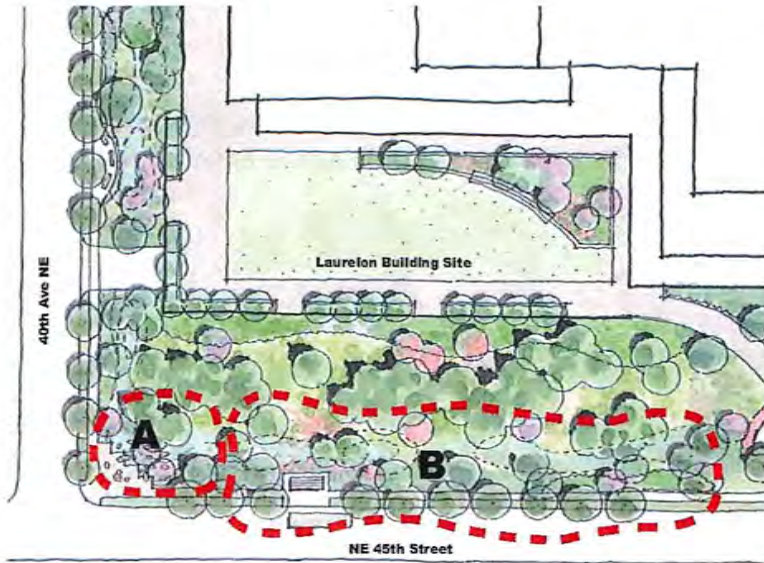
These improvements would occur within the first phase of development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

40th Ave NE

1. A 32'-6" wide public benefit zone (see cross section) from curb line to face of building including the following:
2. Public plazas would be created along the 40th Ave NE street edge.
3. Provide 2 plaza / seating areas of 1,000 SF. min. Each plaza area to contain 15 LF of seating elements.
4. Plaza paving would be specially paving of a different texture color, type or material than adjacent sidewalk paving. (e.g. permeable concrete pavers, stone paving, etc.)
5. Concrete sidewalks with planting strips to SDOT standards in the ROW.
6. Pedestrian crossings at curb cuts and driveways would be well defined and designed to provide maximum pedestrian safety.
7. Street trees, in excess of the minimum required by code, would be provided on the east side of 40th Ave NE. The quantity and placements of trees to be determined by consultation with the DPD Director and the Director of Transportation.
8. Street trees in ROW would be placed in continuous planting strips where possible and appropriate.
9. Street trees in tree pits of less than 32 SF. in size would have the growing medium linked to adjacent tree pits to allow for adequate soil volume for specified tree. (e.g. planting soil below sidewalk or permeable concrete paver zone).
10. Landscaping in the 20' setback would provide screening of the Seattle Children's buildings appropriate to buffer the views into the site from adjacent uses. Landscape to hardscape ratio to be 80:20 min.
11. Sustainability measures (e.g. rain gardens, bioswales, cisterns, storm water detention) could be part of the design of this area of the site.
12. Planting would be consistent and complimentary with Seattle Children's Campus planting scheme with a wide diversity of plant species including trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, bulbs.
13. Landscape to be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
14. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overrides)
15. Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.
16. Wayfinding signage would be provided for the public.
17. Enhanced pedestrian safety and street lighting would be provided.
18. A minimum of 1 bicycle rack (3 bike capacity) would be provide at appropriate building entries.





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.

Construction Phase:

This improvement would occur within the first phase of development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

Area A – Pocket park at corner of 40th Ave NE and NE 45th Street:

1. Provide a publicly accessible pocket park that is 3,000 SF. min. in size.
2. Pocket park would be approximately 60% planting and 40% hardscape area.
3. Hardscapes to incorporate seating elements and specialty paving (e.g. boulders, seatwalls, stone paving, concrete unit pavers, etc).
4. Pocket park would contain a minimum of 20 LF of seating elements.
5. Information, wayfinding, sustainability feature and interpretive signage could be provided.
6. Pocket park would serve public. Consideration for informal play elements, arbors, trellises, or other shade structures would be included.
7. Pocket park would be planted with large caliper specimen quality trees, large specimen quality shrubs (2 gallon minimum size), ground covers, and perennials.
8. Sustainability measures (e.g. rain gardens, bioswales, cisterns, storm water detention) could be part of the design of this area of the site.
9. Provide a minimum of five (5) 8" caliper minimum specimen quality trees within pocket park area.
10. Pocket park plantings would be horticulturally diverse and provide opportunities for public awareness and horticultural knowledge (e.g. plant species would be labeled for identification).
11. Landscape to be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
12. Pocket park would not include turf.
13. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overrides)
14. Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.
15. Art would be incorporated into the garden design.

Area B – NE 45th Street Edge Buffer

1. Concrete sidewalks with planting strips to SDOT standards in the ROW
2. Street trees in ROW would be placed in continuous planting strips.
3. Existing street trees in good health as determined by SDOT could be protected in place.
4. The quantity and placements of street trees to be determined by consultation with the DPD Director and the Director of Transportation per SMC.
5. Existing trees within buffer would be protected in place where feasible.
6. Buffer enhancements would be done to provide year around opaque planted buffer for the full depth of the setback.
7. Buffers would match type and style of existing buffers around the Seattle Children's campus.
8. Buffer would be planted to provide full screening within a 5 - 8 year time frame.





V. Community Benefit Report

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.

2013 Community Benefits

We're proud to share our [2013 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 \$246 million in community benefit activities:

- \$117,244,000 in [uncompensated care](#)
- \$22,017,000 in [health professional education](#)
- \$91,743,000 in [research](#)
- \$15,612,000 in [community programs and services](#)

Community Benefit and Advocacy Programs

Our commitment to caring for the community is our passion, our duty, and our privilege. We advocate for children and their families and offer resources and services where they live.

- [Access to Healthcare](#)
- [Access and Health Equity in South King County](#)
- [Coordinated Care for Children with Chronic Conditions](#)
- [Mental and Behavioral Health](#)
- [Obesity](#)
- Injury Prevention

- [Car Seat Safety](#)
- [Water Safety](#)
- [Child Abuse Prevention](#)
- [Bike Helmet Safety](#)
- Adolescent Health
 - [Seattle Children's Pre-Teen Classes](#)
 - [Prevention Works in Seattle](#)
- Parent and Family Education Resources
 - [Oral Health](#)
 - [Safety and Wellness](#)
- [Programs and Services for Children with Special Needs](#)

Next Steps

Assessing the health of the community is an important step in developing community benefit programs. The results of the assessment helped us focus our efforts on the most urgent community health needs and develop our [Community Benefit Implementation Plan](#) (PDF). We have identified the following priority areas to work on:

- Access to high-quality healthcare
- Coordinated care for children and teens with chronic conditions
- Health equity and access in south King County
- Obesity
- Mental and behavioral health

Read our [Community Benefit Progress Report](#) (PDF) and our [Community Benefit Forum Presentation](#) (PDF) to see how we are doing in each priority area.

Past Community Benefit Reports. All files are PDFs:
[2012](#) | [2011](#) | [2010](#) | [2009](#) | [2008](#) | [2007](#) | [2006](#) | [2005](#) | [2004](#)

Contact Us

To find out more about Community Benefit and how you can help, please contact:
[Elizabeth "Tizzy" Bennett](#), director, Guest Services and Community Benefit
[Victoria Garcia](#), manager, Community Benefit

VI. Foundation & Research Overview

Seattle Children's Hospital and Research Foundation

Hospital Fast Facts

(Fiscal year 2014)

- 323 beds, 286 in operation
- 15,205 admissions
- 15,395 surgeries
- 368,059 patient visits
- 36,983 emergency visits
- 1,340 medical staff members
- 5,900 employees

Foundation and Guild Association Fast Facts

(Fiscal year 2014)

- Raised \$148 million
- Provided \$120 million in uncompensated care
- 6,200 members active in 450 guilds
- 145,309 volunteer hours contributed

Contact us at:
askus@seattlechildrens.org

Learn More:
www.seattlechildrens.org/ways-to-help

Seattle Children's Hospital and Research Foundation
4800 Sand Point Way NE
Seattle, WA 98105
TEL 206-987-2153
FAX 206-987-4845



Working Together for Healthier Children

In addition to an expert and caring staff, our extraordinarily generous community is one of our greatest strengths. Ever since Anna Clise formed the first hospital guild in 1907, people like you have been a major force in improving the health and well-being of all kids. Each year we receive nearly 100,000 gifts, from lemonade stand proceeds to estate bequests. There are many ways to give:

- **Make a contribution**
- **Host or attend an event or fundraiser** that supports Seattle Children's
- **Double your donation** by asking your employer to match your gift
- **Support local businesses** that sponsor Seattle Children's
- **Start a guild** by gathering friends to raise money for hospital programs
- **Donate stock, real estate or other personal property**
- **Make Seattle Children's part of your legacy** by adding the hospital to your estate plan
- **Join Children's Circle of Care** by contributing \$10,000 or more during a calendar year
- **Join Research Champions** by contributing \$1,000 (individuals) or \$2,500 (organizations and guilds) or more during a calendar year
- **Volunteer** or give to our Bargain Boutiques



Seattle Children's
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Foundation

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Foundation Leadership

Douglas Picha, President,
*Seattle Children's Hospital and
Research Foundation*

Aileen Kelly, Executive Director,
*Seattle Children's Hospital
Guild Association*

Michele Smith, Board Chair,
*Seattle Children's Hospital and
Research Foundation*

Judy Ogden, Board Chair,
*Seattle Children's Hospital
Guild Association*



How Your Gift Makes a Difference

As a Seattle Children's supporter, you help keep every aspect of the hospital running by ensuring that each child gets the best care possible. We recognize that all gifts are personal, and you can always direct your donation to a particular program. Our three top funding areas are:

Greatest Needs — Making an impact where it's needed most

Targeting Seattle Children's top priorities, these funds support patient care, research, equipment, facilities and advocacy. With the ultimate goal of providing the best care for all children, our leaders identify critical areas of need and initiate projects that help prevent, treat and eliminate pediatric disease.

Uncompensated Care — Helping every child get the best care

Uncompensated care provides *all* children in our region access to the best medical care, regardless of their insurance coverage or ability to pay. Last year, Seattle Children's provided more than \$120 million to cover Medicaid payment shortfalls, help families without insurance, and fill the gap for those with private health insurance overwhelmed by hospital bills for a critically ill child.

Research — Investigating new treatments and finding cures

Seattle Children's Research Institute is ranked one of the top five pediatric research institutions in the nation. Donations help jump-start new investigations and support research to improve treatments for asthma, cancer, diabetes, epilepsy, heart disease and organ failure.

Our Mission

We believe all children have unique needs and should grow up without illness or injury. With the support of the community and through our spirit of inquiry, we will prevent, treat and eliminate pediatric disease.

Our Vision

We will be the best children's hospital.

The Guild Association: Volunteering That Transforms Lives

As the largest all-volunteer fundraising network of any hospital in the nation, the Guild Association helps the hospital fulfill its promise to provide world-class health care through our fundraising, volunteering and advocacy. Guilds produce a wide range of events — from auctions and golf tournaments to craft fairs and garage sales — generating millions of dollars every year. Join the Guild Association and become part of this community of giving.



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Foundation

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Seattle Children's Research Institute

Research Institute Fast Facts

- One of the nation's top five pediatric research centers
- \$56 million in NIH funding
- \$92 million total extramural funding
- A workforce of over 1,100
- 330,000 sq. ft. of clinical and laboratory space
- 30 fundraising guilds dedicated to research

Research Leadership

James B. Hendricks, PhD
President

F. Bruder Stapleton, MD
Chief Academic Officer

Our Locations

Jack R. MacDonald Building
1900 Ninth Avenue
Seattle, WA 98101
206-884-7300

West 8th
2001 Eighth Avenue, Suite 400
Seattle, WA 98121
206-884-7800

Olive Lab Building
1100 Olive Way, Suite 100
Seattle, WA 98101
206-884-7900

Seattle Children's Hospital
4800 Sand Point Way NE
Seattle, WA 98105
206-987-2000

Learn More:

www.seattlechildrens.org/research



Innovation. Collaboration. Cure.

Internationally recognized for advancing discoveries in areas such as cancer, genetics, immunology, infectious disease and injury prevention, Seattle Children's Research Institute is ranked as one of the top five pediatric research institutions in the nation for National Institutes of Health (NIH) funding. Our state-of-the-art facilities are located at the heart of Seattle's biomedical community, bringing together the best minds in pediatric research. Seattle Children's Research Institute and University of Washington faculty are integral members of the Seattle research community.

In interdisciplinary centers encompassing areas central to pediatric health, we use an "open lab" format to foster a rich collaborative environment. Investigators draw from different departments, divisions and disciplines to find answers to diseases, conditions and health issues that affect children. Our centers and their directors are:

- Ben Towne Center for Childhood Cancer Research, Michael C. Jensen, MD
- Child Health, Behavior and Development, Dimitri A. Christakis, MD, MPH
- Clinical and Translational Research, Bonnie W. Ramsey, MD
- Developmental Biology and Regenerative Medicine, David R. Beier, MD, PhD
- Developmental Therapeutics, Philip G. Morgan, MD, interim director
- Genetics and Development, Michael J. Bamshad, MD
- Global Infectious Disease Research, Lisa M. Frenkel, MD and Timothy Rose, PhD, co-directors
- Immunity and Immunotherapies, David J. Rawlings, MD
- Integrative Brain Research, Jan (Nino) Ramirez, PhD



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Our Partners

University of Washington
School of Medicine

Fred Hutchinson Cancer
Research Center

Our Programs

Science Adventure Lab

Treuman Katz Center for
Pediatric Bioethics

The Passion That Leads to New Discoveries

"I try to find ways to help children and adults be more active and eat more healthfully. It's fascinating to explore how we can help people change behaviors that are difficult to change and help them sustain those changes."

– **Brian Saelens, PhD**

Investigator, Center for Child Health,
Behavior and Development

"To be successful it takes a team. Medical research is central to finding causes for disease and new treatments ... It's an exciting way to practice medicine."

– **Karen Murray, MD**

Gastroenterologist/Hepatologist,
Center for Clinical and
Translational Research

"The patients and families involved in research never cease to amaze us with their contributions and desire to improve the future for others with similar diseases or syndromes. Their dedication and enthusiasm makes my job fun!"

– **Amy Payne, RN, CRC**

Research Coordinator,
Heart Center, Center for
Developmental Therapeutics

Our Mission

We believe all children have unique needs and should grow up without illness or injury. With the support of the community and through our spirit of inquiry, we will prevent, treat and eliminate pediatric disease.

Our Vision

We will be a worldwide leader in pediatric research aimed to improve the health and well-being of people of all ages.



Working to Improve Children's Lives

Our researchers find ways to help kids live better, healthier lives. Our diverse projects include:

- **Developing Immunotherapy Cures for Cancer:** In 2013, the first patients in our immunotherapy trials experienced complete remission of relapsed acute lymphoblastic leukemia (ALL) — a step toward curing cancer without radiation or chemotherapy. Thus far, 20 of the 22 patients treated in our PLAT-02 ALL trial achieved remission. In 2015, we opened patient enrollment for a cellular immunotherapy clinical research trial designed to induce remission in children with neuroblastoma.
- **New Insights Into Depression:** Dr. Eric Turner found that part of the brain called the dorsal medial habenula (dMHb) may play a big role in depression. Turner and his team are studying how medication or electrical stimulation could boost dMHb activity and someday help people with depression get back to healthy lives.
- **Collaborating for Cures:** Our office of Science-Industry Partnerships is fostering collaboration with pharmaceutical, biotechnology and medical device firms. Our researchers unravel how diseases work and develop ways to overcome them; private companies have the expertise to bring therapies to market. Working together gets us closer to breakthroughs for children.

Comprehensive Support Helps Researchers Excel

In order to make the best, most efficient use of our research dollars, we apply rigorous Continuous Performance Improvement standards to our work across the organization. Our support staff provides operational, financial, managerial, human resources, compliance, marketing and training support to better help our nine research centers reach their goals. We help investigators manage all phases of research from grant application and compliance through contract and budget management.

Discoveries Accelerated by a Generous Community

Thanks to the generosity of our community, we are accelerating research that will advance the practice of pediatric medicine in our region and across the globe. Our Research Champions all share the same goal — to help discover new treatments and cures for childhood illnesses and build healthier communities. Individuals and family foundations can become Research Champions by donating \$1,000 or more to research in one calendar year. Organizations can join with a gift or grant of \$2,500 or more. We offer members the opportunity to engage with world-renowned scientists and fellow Research Champions through complimentary social and scientific events. Learn more at <http://www.seattlechildrens.org/researchchampions>.



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