



**Seattle Children's<sup>®</sup>**  
HOSPITAL • RESEARCH • FOUNDATION

# **Major Institution Master Plan Annual Report**

## **MIMP Annual Status Report**

### **I. Introduction**

- A. Name of Institution: Seattle Children's Hospital
- B. Reporting Year: 2023
- C. Major Institution Contact Information:
1. Contact Person: Gary Walker  
VP, Facilities and System Capital Projects  
Mailing Address:  
P.O. Box 5371, Seattle, WA 98145
  2. Phone Number: (206) 987-5951
  3. Email Address: gary.walker@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 329,087 gross square feet and houses inpatient beds, faculty/staff workspace, lobby space, the relocated emergency department, a kitchen, loading dock and mechanical space. Approximately 186 surface parking stalls were constructed north and south of the new building. Included in this report are the Council MIMP conditions with a brief narrative statement explaining progress and strategies used in meeting the condition, and, when applicable, what measures will be pursued in the future to reach compliance.

On May 4, 2018, DPD's successor, Seattle Department of Construction and Inspections (SDCI) issued its decision to approve Seattle Children's MUP, application number 3028028, for Phase 2 (also referred to as "Building Care" and "Forest B") expansion on its Laurelhurst campus. The Phase 2 Project is a 328,684 square foot building with one story entirely underground, one story partially underground, and seven stories above ground. It will house a new lobby, clinical

laboratory, pharmacy, operating rooms and associated support spaces, outpatient clinic and infusion center, and inpatient beds. Construction on the project began on December 3, 2019, and work on the new building completed October of 2021. The project is situated directly north of, and adjacent to Phase 1. It also provides, on three underground levels, approximately 305 parking stalls and displaces approximately 185 existing surface parking spaces. The project was fully occupied Spring 2023 except for few small, shelled areas that will be built out at a future date.

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 1, as noted, was completed in 2013 and included several floors (FA.5, FA.4, FA.3, FA.2 and a portion of L1) that were left shelled for future development. Since that time, 64 additional acute care and critical care beds have opened on FA.5 and FA.4; in addition, FA.2 has been built out as workspace for physicians and nursing leaders. In 2016, work was completed on FA.3, creating 32 additional acute care beds and, finally, a new kitchen opened on FA.L1. With the completion of those projects, Forest A is now fully built out. Other improvements were made on the Laurelhurst campus during 2020. None of the projects undertaken in 2020 resulted in the consumption of any MIMP square footage.

As also noted above, Phase 2 construction was completed in 2021 and includes nearly 330,000 square foot diagnostic and therapeutic building with approximately 305 underground parking spaces on the hospital's main campus. Forest B was the topic of several SAC meetings, held on June 12, July 18, and August 14, 2017. At the end of the series, SAC members prepared a comment letter for the Seattle Department of Construction and Inspections. On August 18, 2017, Children's submitted Master Use Permit application 3028028 for the Forest B building. As a follow up in 2018, the SAC met on June 19, and in that session the project architect, ZGF, presented preliminary designs for the building exterior and site circulation. In addition, representatives of Sellen Construction reviewed the Construction Management Plan.

“Table A” shows projects completed or begun in 2023. All of the projects listed in “Table A” are within existing space and therefore do not draw down MIMP development square footage.

“Table B” below shows changes to the amount of new development that will be allowed under the MIMP after the deduction of any recent projects.

**Table "A"**

**Projects Completed or Begun During 2024**

<b>Table “A”: Project</b>	<b>DCI Project #</b>	<b>DCI Permit Dates</b>	<b>Square Footage</b>
OA.6 X-Ray Replacement	6927726-CN	9/5/2024	400 SF
PBMU Shell Space	6943485-CN	3/11/2024	2,000 SF
FB.1 MRI 2	6962092-CN	11/3/2023	1,000 SF
OA.6.130 Main Door	7071709-CN	3/19/2025	100 SF
DX EOS Replacement	7060422-CN	TBD (under review)	200 SF
Mountain A Exterior	7064944-CN	TBD (under review)	0 SF
FA Loading Dock	6951750-CN	10/1/2024	0 SF
FA.3 NICU	6926816-CN	5/17/2023	12,000 SF
OA.6.121 Fluoro Replacement	6962092-CN	11/13/2024	400 SF
OA.6.123 Fluoro Replacement	7067603-CN	TBD (under review)	400 SF

**TABLE “B”**

**Seattle Children’s MIMP Development Square Footage to Date**

<b>Table “B”: Seattle Children's MIMP Development Square Footage To Date</b>		
		<b>BGSF</b>
<b>Approved MIMP Area</b>		<b>2,125,000 SF</b>
Existing Construction		1,491,507 SF
Construction in 2024		0 SF
<b>Available for Future Development</b>		<b>633,493 SF</b>


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.

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. On November 22, 2017, Children's sold one of the two remaining hospital-owned homes. In November of 2020 Children's sold the last of the single-family homes to a private resident at fair market value.

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

- A. Children's purchased the property at 4575 Sand Point Way NE on September 15, 2000. The building had been referred to as the Sand Point Professional Building or the Hartmann Building. Beginning in 2004, Children's has occupied this property for outpatient and support services. The building is now referred to as the Sand Point Clinic.
- B. Children's leases a combined total of 24,500 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.
- C. In March 2017, Children's purchased the 4.4-acre Center for Spiritual Living campus, located at 5801 Sand Point Way NE, Seattle 98105, approximately one mile north of the hospital campus. The property has approximately 50,000 square feet of assembly and classroom facilities. The church vacated the facility in September 2018 and Children's became the sole occupant, renaming it "The Sand Point Learning Center" (SPLC). Children's is using the SPLC for staff training, simulation and some community health-related events. Children's submitted an Administrative Conditional Use Permit application (Project #3027946) to the Seattle Department of Construction (SDCI) and Inspections to allow a change of use on the existing structure from a religious facility to a vocational school. SDCI published its decision to grant the Administrative Conditional Use Permit on July 12, 2018.
- D. In June 2017, Children's leased 3,813 square feet of office space on the second floor of the Lakeview Medical Dental Building located at 3216 NE 45<sup>th</sup> Place, Suite 200, Seattle, Washington for use as medical support space.
- E. In June 2017, Children's purchased the 12-unit Gemma Mae apartments located at 4511, 4517, and 4603 40<sup>th</sup> Avenue NE, Seattle WA 98105, located directly across 40<sup>th</sup> Avenue from the hospital's emergency department entrance. The apartments have been updated with new windows, furnaces and some interior finishes and will be maintained as rental apartments for the foreseeable future.
- F. In January 2018, Children's purchased the former Wells Fargo Bank branch located at 4568 Sand Point Way NE and leased the street level of the facility to Sellen Construction for use as a field office. The building is used by Sellen.

- G. In January of 2019, Children's purchased the four townhomes located at 4507 & 4509 40th Ave NE and retained three of the existing tenants and renovated the one vacancy. In the summer of 2019 Children's refreshed the exterior of the townhomes. All four units are now occupied with renters.
- H. In March of 2019, Children's partnered with Transplant House, a local non-profit, to lease eleven apartments at the Burke and Union apartment building in the U Village neighborhood. These apartments are fully managed by Transplant House and make up a quarter of their expanding portfolio of long-term lodging units for patients and families in need of housing close to their site of care. Children's has fully vacated the Burke and Union building and has moved its patient lodging operations outside of the 2500' MIO District Boundry.

## **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.

In 2019, Children's workforce completed the every-other-year CTR Survey for seven affected worksites. The 2019 survey for the hospital shows a change in SOV from 32.5% to 33.2%, a 0.70% regression. The subsequent survey was scheduled for Fall 2021 but was rescheduled, per the State and City because of COVID-19 impacts.

Prior to fielding the 2022 survey Seattle Children's, raised in a 10/6/22 letter to SDOT, concern about SDOT's significant departure from past survey methodologies for the 2022 survey, and a planned future departure from the 2022 survey, for the 2024 survey. *Seattle Children's anticipates these changes will cause the 2022 CTR survey results to be less accurate, and longitudinally incomparable to previous and future surveys.* Significant variables changed in the 2022 survey: design, deployment, and post processing rules which we believe will not make it comparable with past and future performance benchmarking.

2022 Survey findings show a DAR of 34.8%, an unfavorable change of 1.6 percentage points from the 2019 survey that pre-dated the pandemic. The second most popular commute mode was telework (21%) which enjoyed a 20 percentage point change. The third most popular mode was Public Transit/Private Shuttle (19%). Broadly speaking, the large favorability in telework was similar in magnitude to unfavourability in the reduction in transit use.

These findings are considered by Seattle Children's to be transitional in two ways. The findings represent a transition out of the deeply engrained effects of COVID and a transition to a new survey instrument a) to determine progress toward 30% drive alone; a break with 20+ years of survey methodology/instrumentation.

The Fall 2024 CTR Survey was fielded in October. At the time of this report results have not been received from the city or state.

- B. 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.

**a. General Overview**

In March 2023 Local, State and Federal States of Emergency were lifted from Seattle Children's after three years. Seattle Children's began an exploration of, and transition to, a new normal state for employees and business practices. Cost structures, which for three years supported a pandemic, were retooled. A reduction in workforce was among several robust initiatives to reduce cost in support of financial sustainability.

Consistent with the elimination of States of Emergency, Seattle Children's began to resume/restore/affirm prior business practices, including transportation related programs.

A very robust telework program, that predated the pandemic, though deepened and accelerated by the pandemic, remains in place.

In 2019 Children's introduced a significant structural change: the formalized shift to teleworking (aka remote work). Children's remote work initiative is called SC@Work. SC@Work identified workforce members, mainly administrative, whose work was conducive to a hybrid model of two days in the office and three days remote. In addition, the SC@Work initiative changed the work site location of these positions from the hospital, and other locations, to Children's downtown campus.

In 2024, the population that remains at the hospital has a greater portion of clinical staff than non-clinical staff (aka administrative) than previously.

In 2024, the ORCA program remains modified because of COVID-19: Since March 2020 the ORCA co-pay was paused so ORCA cards remain free for eligible employees through 2024. Offering a free transit pass is a strong invitation to try or resume the use of public transit and will remain as long as financially feasible.

During the pandemic, parking rates were reduced to accommodate healthcare providers working long shifts and seeking the lowest exposure travel options. In November 2023

parking rates were increased. And increased again in 2024 to approximately pre-Covid rates. Current, on-campus, peak parking rates are consistent with Enhanced TMP requirements of \$100 per month. The current daily rate peak fee is \$10 which is equivalent to \$210 per month. A clear change in DAR proxy data suggests the increase has had the intended favorable impact on reducing demand for driving alone. The 2024 Survey will be more definitive.

In 2021, As part of a system-wide financial resiliency effort, Children's implemented transportation benefits changes (see 2021 Annual Report for more details).

And Children's extended its equity-based benefit methodology (i.e., income tiers) to key transportation benefit. Commute Bonus eligibility was conditioned by income tiers. Specifically, employees in the highest income tier were no longer eligible to receive a Commute Bonus. Based on our research, Children's was the first employer in the nation to extend its equity-based benefits methodology to transportation benefits.

Because benefit tiers were implemented in January 2021 during deep COVID-19 impacts, the discrete impact of benefit tiers on travel behavior is unclear as it is not possible to isolate this impact given the much larger impacts of COVID-19 and the permanent changes in telework.

All employees and non-employees continue to have access to a broad suite of transportation benefits including free shuttle service, free bike tune ups, bike gear discounts, free lockers/showers/towel service, premium carpool and vanpool parking access, discounted carpool and vanpool parking rates, personal commute planning assistance, and daily parking rates rather than monthly parking permits.

#### **b. 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. In 2018 we innovated this program by automating it through our commute platform which provides seamless integration to customers, better controls, and financial management. Lyft as our primary provider. This benefit is available to benefits-eligible employees.

#### **c. Transit Subsidy Program**

For decades, Children's has provided a transit fare-subsidy program by offering the gold standard of transit passes, Orca Passport. Children's ORCA Passport subsidy covers 97% of bus, ferry, and rail costs as well as 50% of vanpool fees. This benefit is available to health benefits-eligible employees.



Financial sustainability was the main factor when a co-pay was implemented. In 2015 cost projections anticipated a sharp increase in ORCA expenses due to pricing increases from transit agencies, increased workforce population, and an increase in transit use by workforce members. Children's introduced a \$5 per-pay-period co-pay to off-set current and future unsustainable costs and to improve the business management/control of our ORCA program.

Instituting a small-increment co-pay helps ensure the ability to provide such a valuable benefit well into the future. In 2019, Children's ORCA contract approached \$3M and remains one of our largest and most important TDM investment.

In March 2020 Children's paused the ORCA co-pay for over 6,000 ORCA recipients. Our intention is to continue to pause the co-pay until a strong resumption of transit is underway. Cost pressure is considerable.

2024 Link expansion to Lynwood and Eastlink makes transit more relevant and accessible to our employees. Directly following the Lynnwood extension opening about 40 more shuttle riders began riding Children's shuttles to/from UW station. This volume has been sustained since.

Employer Shared Transit Stop Pilot: In 2018 Children's collaborated with Metro Transit and the City of Seattle to pilot the first of its kind in the nation – a shared bus stop pilot. SDOT prepared policy and practice guidelines for council approval in 2020 but this timeline was paused due to COVID. Children's shuttles are currently permitted to use three Metro bus stops: Bay 3 on Montlake Boulevard, on Sand Point Way at 50<sup>th</sup>, and on Sand Point Way at 70<sup>th</sup>. In 2022 a SDOT Director's Rule was drafted to formalize the pilot and City Council approved.

In 2024 formal permitting commenced; Children's has two routes that have been issued permits to share transit stops. This service integration improves transit service for Children's transit riders.

#### **d. Children's other Transportation Incentives**

Commute Bonus: Children's offers a suite of commute options, information, and incentives that are locally and nationally recognized for their value, innovation and performance. One of the defining features of the program is the Commute Bonus. Children's workforce members earn a Commute Bonus each day they use the following commute modes: bicycling, walking, carpooling and vanpooling. Children's pays \$1.50 per day for eligible commute trips.

The Commute Bonus is an innovative incentive implemented over a decade ago when frequent, all day, regional public transit was non-existent so access to NE Seattle was challenging. Today the public transit landscape has transformed; access to NE Seattle is much improved as demonstrated in the dramatic improvement in 2017 DAR following the opening of U-link's fast, frequent, regional public transit. Today's challenges are different. Housing affordability is increasing commute distance and duration. Lynwood and East Link openings may have an equally dramatic effect over the next several years. It is likely that proximity to high occupancy transit may outpace the Commute Bonus' effect on travel mode choice currently and in the future. The efficacy and application of the Commute Bonus is dynamic, and resource optimization requires more targeted/equitable application of incentives.

The income tier framework was implemented to improve fairness, and reduce cost. It was not, specifically designed to change commute behavior. From this perspective, its application successfully demonstrates the organization's commitment to structural fairness.

Also, from a TMD perspective, Tier-5 employees, the 173 highest paid employees, are not price sensitive enough as to be motivated by the Commute Bonus. The Commute Bonus is a much smaller portion of their salary and wages than employees in other tiers. We believe the more powerful, twin effects, on their commute behavior during the last four years has been their leadership responsibility of guiding the organization through a pandemic, restoring financial sustainability, and the requirement and/or availability of teleworking.

Unfortunately, the application of benefit tiers occurred in the same time period as pandemic impacts. The huge travel and work shifts brought on by the pandemic eclipses the ability to detect/isolate more subtle changes, We believe we are the first employer in the nation to apply benefit-tiers to transportation benefits.

Shuttle Service: One of the most visible and financially significant investments Children's makes is shuttle service to off-site parking lots. MIMP requirements maintain a structural deficit in on-campus parking supply, specifically, 500 less parking spaces than needed at full build out. In addition, because the hospital is located in a residential neighborhood there are no adjacent parking lots. Together those conditions necessitate robust shuttle service for off-site parkers.

Children's also provides *last mile* shuttle service transporting workforce members to major transit hubs in NE Seattle. In 2016, concurrent with Link light rail service opening at UW Station, Children's designed and implemented a new shuttle line, the *Gold Line*. The Gold Line was designed to attract new markets originating south of the Ship Canal and to take advantage of the fast, frequent and reliable service provided by Link.

Children's investment in the Gold Line was a strategic opportunity to reduce commute trips to and from the hospital. In early 2020, the Gold Line carried over 200 passengers a day. As of 2024 Gold Line ridership has been restored to pre-Covid volumes, primarily because of the new markets Link now services.

In 2021, the most structurally significant improvement for Children's was Metro Transit's North Link transit restructure. Over five years ago, Children's recognized the gap in the transit network, leaving no direct service between the heart of the U-district and Seattle Children's. Children's worked collaboratively with Metro, UW and other partners to identify solutions to provide transit service along NE 45<sup>th</sup> St. between the hospital and University District link station. In 2021, and for the first time in nearly a decade, Metro 31/32 provides direct, all-day service between the hospital and the University District. This is a significant improvement, making transit more attractive to employees, patients and families, visitors, and neighbors.

Public and Private Transit Integration. Since U-Link opened in 2016, Children's has adjusted, shifted, and innovated its shuttle service in supplementary ways to emerging Link service and Metro restructures. Today, high quality last mile service is mainly provided by Metro and paid for by Seattle Children's via ORCA. Meanwhile, shuttle service is focused on areas less robustly served by Metro, chiefly off-site parking lots.

Seattle Children's shuttles operate on a frequency-based schedule, during peak service, allowing Children's to respond more nimbly to a dynamic operating environment.

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

Bike Sharing: Dockless bike share and scooters are available system wide at Children's and is provided by a variety of private operators.

## **Attachments**

- I. Council MIMP Conditions
- II. Enhanced Program Report

# **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 633,493 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 and Phase 2 met this requirement as well.**
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 and Phase 2 meets these requirements.**
4. MIO heights shall be measured in accordance with SMC 23.86.006 as now or hereafter amended. **Children's is in compliance with this condition – the Phase 1 Project met this height measurement requirement. Phase 2 meets these requirements.**
5. Children's shall amend Section IV.D.1 of the Master Plan to add upper-level setback 80 feet deep, applied to portions of buildings higher than 50 feet, along the western edge of the expanded campus on 40<sup>th</sup> Avenue Northeast from Sand Point Way Northeast south to Northeast 45<sup>th</sup> Street, and 30 feet deep on Sand Point Way from 40<sup>th</sup> Avenue Northeast to Penny Drive. **Children's complied with this condition – these setbacks were added to the Compiled Master Plan (approved May 12, 2010). Phase 2 meets this requirement.**
6. Children's shall amend Section IV.D.1 and Master Plan Figure 50, "Proposed Structure Setbacks," to increase the south setback to 75 feet along the entire Northeast 45<sup>th</sup> 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. Phase 2 meets this requirement.**
8. The Hartmann site as originally proposed in the MIMP is not included within the MIO boundary and is not subject to this MIMP. **Children's 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. **Children's is in compliance with this condition.**

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

10. For the life of the Master Plan, Children's should maintain open space connections as shown on Figure 56 of the Final Master Plan, or similar connections constituting approximately the number and location of access points as shown in the Master Plan. During the review of all future buildings, Children's should evaluate that building's effect upon maintaining these connections. If Children's proposes to change the open space connections from surrounding streets from that shown on Figure 56, it shall first provide notice to DPD and DON, and formally review the proposed changes with the SAC. After a review with SAC members, Children's announced a replacement connection on the east side of its campus, in approximately the same location shown on Figure 56 of the Final Master Plan. The ADA-compliant, lighted connection opened in 2017. **Children's is in compliance with this condition – the Phase 1 Project met these open space connection requirements. Phase 2 meets this requirement.**

11. The City's tree protection ordinance, SMC 25.11, applies to development authorized by this MIMP. In addition, to the extent feasible, any trees that exceed 6 caliper inches in width measured three feet above the ground and that are located within the Laurelton expansion area shall be used on Children's campus. **Children's complied with this condition – Children's identified trees on the Laurelton 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. Phase 2 work includes four trees that met this condition; two of the trees were deemed too sick to relocate by the arborist, and we have relocated the two remaining trees. SDCl has given Certificate of Occupancy for Phase 2 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. Phase 2 includes removing those 186 surface stalls and providing approximately 305 new parking spaces in the new underground garage which opened March 2022. In addition, Children's removed two modular buildings north of Penny Drive. It redeveloped the site and created approximately 75 new parking stalls, which opened in 2017.**

13. Children's shall amend Table 3 "Development Standard Comparisons" in the Master Plan to be consistent with all modifications to development standards made by this decision. **Children's 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 and also the Phase 2 design. The Children's SAC used these guidelines to evaluate the proposed Forest B (Phase 2) design prior to issuing its letter supporting the Forest B project.**

15. Children's shall create and maintain a Standing Advisory Committee (SAC) to review and comment on all proposed and potential projects prior to submission of their respective Master Use Permit applications. The SAC shall use the Design Guidelines for their evaluation. **Children's complied with this condition.**

16. Prior to issuance of any MUP for any project under Phases 2, 3 and 4 of the Master Plan, Children's shall provide documentation to the Director and the SAC clearly demonstrating that the additional construction requested is needed for patient care and directly related supporting uses by Children's, including administrative support. **Children's provided documentation to SDCI demonstrating the need for the additional patient care space proposed for both Phase 1 and Phase 2.**

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 38.5% SOV mode split to the 30% goal at build out of the MIMP. **Children's is in compliance with this condition. Children's Transportation Management Program ("TMP") will continue to be enhanced as part of Phase 1 and Phase 2 operations 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 bike to work, subsidized transit passes, and a comprehensive shuttle system. In 2022, Children's administered, consistent with SDOT implementation guidelines, a benchmark survey designed to track progress against our SOV goal. The survey instrument and methodology was a departure from the prior 20 years of surveying. Drive alone is 34.8%**

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 or Phase 2 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 and Phase 2, except an agreement with Starbucks to operate small coffee shops that provide 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 Laurelon Terrace. In the event that Children's will construct more than one housing project to fulfill the housing replacement requirement, then Children's must have applied for a MUP for the first housing replacement project, which shall include no fewer than 68 housing units. A MUP



application must be submitted for all of the remaining replacement units before a temporary or permanent certificate of occupancy may be issued for any project authorized in Phases 2-4 of the MIMP. The MUP application(s) for the replacement housing project(s) may not include projects that were the subject of a MUP application submitted to DPD before Council approval of the MIMP. Children's may seek City funds to help finance the replacement housing required by this condition but may not receive credit in fulfillment of the housing replacement requirement for that portion of the housing replacement cost that is financed by City funds. City funds include housing levy funds, general funds or funds received under any housing bonus provision.

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

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

- 1) Provide a minimum of 136 housing units;
- 2) Provide no fewer than the number of 2- and 3-bedroom units as those in the Laurelon Terrace development;
- 3) Contain no less than 106,538 gross square feet;
- 4) The general quality of construction shall be of equal or greater quality than the units in the Laurelon Terrace development; and
- 5) The replacement housing will be located within Northeast Seattle. Northeast Seattle is bounded by Interstate 5 to the west, State Highway 520 to the south, Lake Washington to the east, and the City boundary to the north.

**Children's 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 January 14, 2013, the MUP was conditionally approved by DPD, subject to the clarification of some zoning questions. Those issues were resolved, and a Building Permit was issued on September 7, 2013. Construction commenced on October 1, 2013, and its Certificates of Occupancy were issued by the City of Seattle on July 15, 2015 (A/P Nos: 6347128, 6303152, and 6347127.)**

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

- a. Construction impacts due to noise
- b. Mitigation of traffic, transportation and parking impacts on arterials and surrounding neighborhoods
- c. Mitigation of impacts on the pedestrian network

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

**Children's 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. Phase 2 CMP approved by the City meets these conditions as well. It was reviewed with SAC members on July 19, 2018.**

21. Prior to the issuance of a Certificate of Occupancy for any project associated with development of Phase 1 of the MIMP, the proposed traffic signal at 40th Avenue Northeast and Sand Point Way NE shall be installed and functioning. **Children's worked with SDOT to develop the design and a plan for construction of the required traffic signal at 40<sup>th</sup> 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 January 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. Phase 2 is in compliance with these conditions, construction of the new building including site work commenced December 3, 2018 and completed October 2021.**

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 and Phase 2 construction work in order 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 and Phase 2 construction work in order 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 Laurelon 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 Laurelon Terrace units and grounds during construction with the additional air quality condition set forth here.**

26. During construction, Children's shall ensure that its contractors spray exposed soils and debris with water or other dust suppressants to reduce dust. Children's shall monitor truck loads and routes to minimize impacts. **Children's complied with this air quality condition under Phase 1 and Phase 2 construction work.**

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 condition under Phase 1 and Phase 2 construction work.**

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 is in compliance with this section.**

## **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 in 2017 an ADA-compliant pedestrian connection to the neighborhood on its eastern boundary. During Phase 2 construction, the shuttle hub has been relocated to the River traffic circle.**

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/40thAve 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 offsite 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. Children's leases off-site parking lots for the purpose of reducing travel on NE 45th Street, Sand Point Way NE and Montlake Blvd. Children's assigns parking lots based on the geographic origin (home address) of each employee. Parking lots north of the hospital, located at Magnuson Park and 5801 Sand Point Way NE, serve employees traveling from the north. A parking lot south of the hospital, at University of Washington's E-1 parking lot, serves employees commuting from the south. In each case, commuters truncate the drive-alone portion of their commute at these locations by parking and riding Children's shuttles the last mile to the hospital. Parking in off-site parking lots eliminates trips and congestion on the corridors adjacent to the hospital.**

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 out SOV reduction goals. Children's enhanced TMP feature innovative parking management which includes frequent rate changes and variable parking fees, daily commute bonus for non-drivers, a fleet of company bicycles for those who commit to pedal to work, 97% subsidized transit pass (off of retail cost), and a comprehensive shuttle to transit system. In 2022, Children's administered, consistent with SDOT implementation guidelines, a benchmark survey designed to track progress against our SOV goal. SDOT's survey instrument and methodology was a departure from the prior 20 years of surveying. The 2022 drive alone rate (DAR) is 34.8%.**

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. For Phase 2 Children's was obligated to improve the intersections at 40th Ave Northeast and Northeast 55th Street but SDOT determined they would waive this requirement due to extended budgeting time frame.**

40. Prior to the issuance of any construction permits for any project outlined in Phase 1 of the MIMP, Children's shall pay the City of Seattle \$500,000 to build Intelligent Transportation System improvements through the corridor from Montlake 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 45<sup>th</sup> 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 52<sup>nd</sup> Street as well as the ITS project (additional funding for which came from this condition) are operational. For Phase 2, Seattle Children's paid \$79,100 for (20) new beds.**

42. Children's shall pay the Seattle Department of Transportation (SDOT) a total of \$2,000,000 for pedestrian and bicycle improvements in Northeast Seattle over the timeframe of the Master Plan development. A pro-rata share payment shall be made prior to the issuance of any construction permits for the first project constructed under each phase of the MIMP. The total payment of \$2,000,000 shall be completed by the issuance of any construction permit for a project outlined in Phase 4 of the MIMP. **Children's 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 39<sup>th</sup> 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 40<sup>th</sup> Ave NE and NE 50<sup>th</sup> street. All bicycle and pedestrian improvements associated with this phase of development were completed in April 2014. Children's hosted, in June of 2014, a Livable Streets Initiative Celebration for the community highlighting the suite of improvements and encouraging their use by all ages and abilities by providing guided tours, free bicycle helmets and networking opportunities between residents and active transportation groups like Feet First, Cascade Bicycle Club Seattle Greenways, and others. For Phase 2, Seattle Children's paid \$500,000 for bike and pedestrian improvements.**

In late 2018, anticipating Phase-2 transportation mitigations Children's staff met with SDOT staff to submit Children's identified projects that used SDOT criteria for consideration for bicycle and pedestrian improvements in NE Seattle. SDOT did not apply mitigation payment to any Children's-identified project. In 2018, Children's submitted a phase-2 mitigation payment.

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's 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 ensure 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 Laurelon Terrace (east side of Sand Point Way NE) and the Hartmann (west side of Sand Point Way NE) properties. These improvements would likely occur during the first two phases of development.

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

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

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

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

7. Children's shall work with DPD and SDOT to coordinate implementation strategies for meeting the vacation and Master Plan conditions to ensure 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 view scape 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 rainwater 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. Enhanced Program Report**

*(Attached as a PDF)*