

Public Comments For Seattle Children's Hospital

LU # 3036201

August 26, 2020

VIA EMAIL and US MAIL

Colin Vasquez
Senior Land Use Planner
Seattle Department of Construction and Inspections
700 Fifth Avenue # 2000
Seattle WA 98104

RE: Children's Hospital Record No. 3036201-LU

Dear Mr. Vasquez:

I am writing to comment on and to raise a number of questions regarding the application submitted by Children's Hospital ("Children's") for a Land Use permit to allow a three-story building addition to the existing institution (Children's Hospital Surgery Pavilion & Garage 2 buildings connected by a bridge span) (Children's Hospital Record No. 3036201-LU).

In 2010, the Seattle City Council approved Children's Major Institutional Master Plan ("MIMP"). As a part of the approved 2010 MIMP, Children's intended to build a separate parking structure at the corner of 44th Ave NE and NE 50th Street. Children's also designated an area abutting NE 50th Street for a future Medical Office Building (see the notation in Figure 1 below for the area designated as "MOB").

As a preliminary matter, the Master Use permit documents submitted by Children's regarding the proposal (dated July 7, 2020) fail to answer a number of key questions. Due to the lack of detail, the public is not able to provide meaningful comments regarding the proposal. Therefore, we have outlined a number of questions below. We ask Children's to answer as many questions as possible -- at this point in its design process -- so that the public can better understand the environmental impacts of the proposal and the implications of the proposal for the adjacent residential neighborhood.

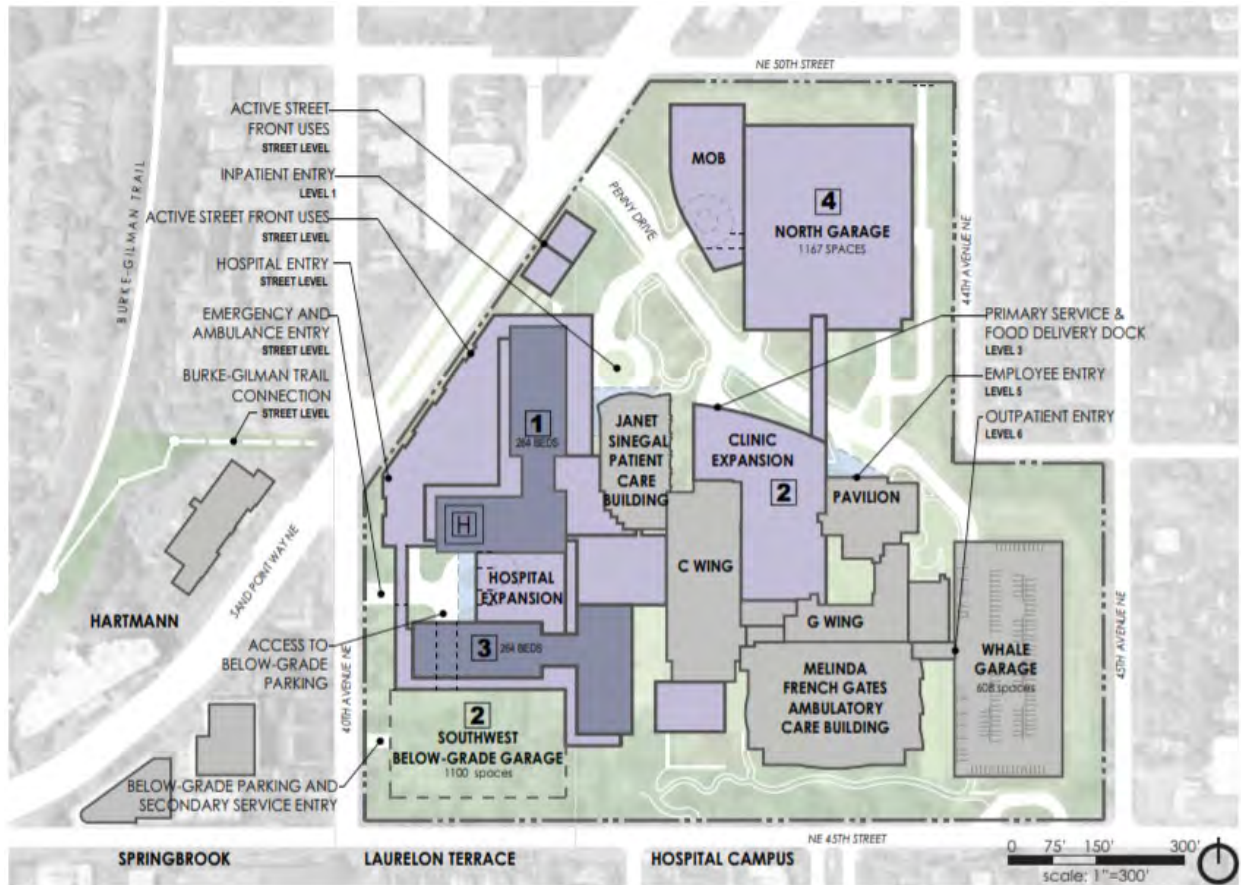


Figure 1; 2010 MIMP, Page 21.

I. The Size of the Proposed Development:

Can Children’s clarify the number of proposed buildings? In Phase 3, the Master Use permit drawings for Record No. 3036201-LU appear to show two buildings (instead of the one building in the 2010 MIMP) abutting 44th Ave NE. One building is named Copper Surgery Pavilion and the other building is named Copper Garage. However, the drawings submitted also show a third building in Phase 5 called Center of Excellence.

- A. Can Children’s clarify the timing and phasing of the construction projects?
- B. Can Children’s provide information regarding the Center of Excellence? Is this an office building or a teaching/training facility? Will the public have access to this building, and if so, how frequently?
- C. In the 2010 MIMP, what was the total original gross square footage (as measured to outside face of outside wall) of the parking structure and the MOB administrative building as shown in Figure 1?

- D. In the 2010 MIMP, what was the total original building footprint area of the parking structure and the MOB administrative building north of Penny Drive as shown on Figure 1?
- E. Are the 1,138 proposed parking stalls all located in the Copper Garage?
- F. What is the total gross square footage of the new Copper Surgery Pavilion, the new Copper Garage, and the new Center of Excellence (as measured to the outside face of the outside wall)?
- G. What is the total building footprint area of the new Copper Surgery Pavilion, the new Copper Garage, and the new Center of Excellence?
- H. A new Surgery Pavilion is proposed in Record No. 3036201-LU:
- i) What is driving the need to construct a new surgery facility since Children's already has surgery suites in the existing Hospital?
 - ii) What are the anticipated hours of operation for the Surgery Pavilion?
 - iii) Where was the Surgery Pavilion located and what was the footprint of the Surgery Pavilion in the site plan and other documents that were included in the approved 2010 MIMP?
 - iv) Did the EIS for the 2010 MIMP analyze the environmental impacts of the Surgery Pavilion? The impacts could include, but are not limited to, vehicle trips, trip generation, mode split analyses, transportation mitigation, staff and patient parking requirements, lighting, glare, noise, and shadows.
 - v) If the proposal has impacts that were not analyzed in the EIS prepared for the 2010 MIMP, do the impacts from the proposed Copper Surgery Pavilion, the new road network, and the Copper Garage (and perhaps the Center of Excellence) trigger the need for more in-depth analysis than what is being considered in an Addendum to the EIS?
 - vi) What is the projected timeline for issuing the environmental documents?
- I. The 2010 MIMP shows Penny Drive running in a south/west direction connecting Sandpoint Way to the Ocean Garage. The current proposal shows a different road network including a shortening and realignment of Penny Drive. The proposal also shows a road running east/west parallel to 50th Ave NE and north of the Copper Garage. See Figure 2 illustrating the proposed location of the new road.

Note: This road was not shown as part of the site plan in the 2010 MIMP. In fact, this specific area was designated for a "Garden Nursery" in the approved 2010 MIMP. See

Figure 3 below and the area shown in light blue color. This is the area located between the North Garage and NE 50th Street.

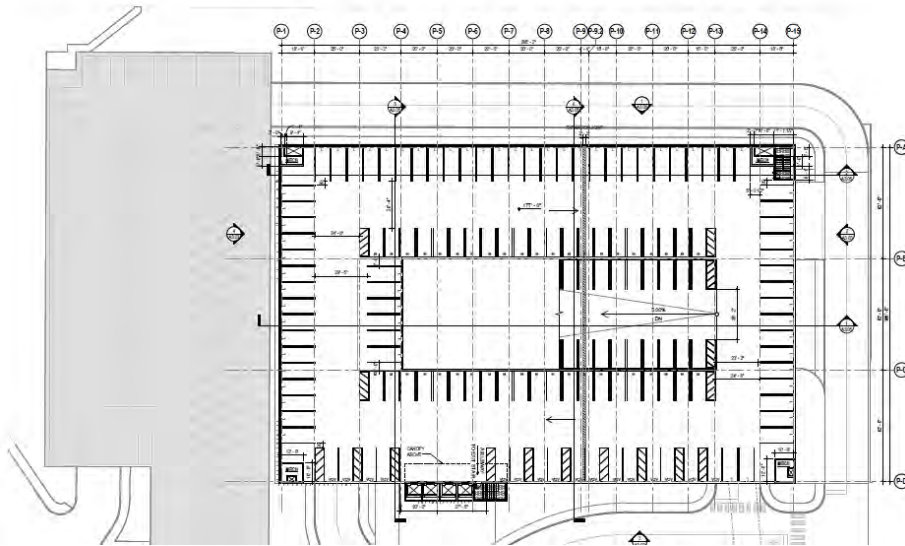


Figure 2 Level P5 Parking Garage Sheet A2.10 from MUP drawing set dated July 7, 2020

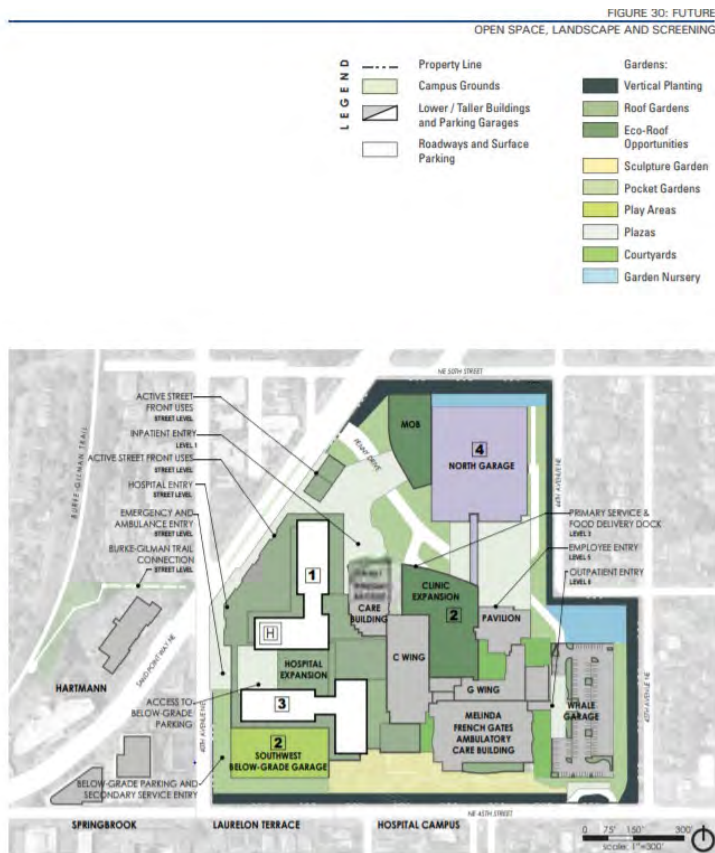


Figure 3 Open Space, Landscape and Screening; 2010 MIMP, page 47

- J. On page 83 of the 2010 MIMP, the roadway shown east of the North Garage is designated as a one-lane road only to be used exclusively for **Service and Fire Access**. By designating this road for Service and Fire Access only, the intent was to reduce the impact of traffic, noise, light, and glare on the adjacent residential neighborhood along 44th Ave NE.

The MUP drawing set dated July 7, 2020, in Figure 2 now shows a two-lane road for cars located east of the Copper Garage running in a north/south direction that continues in an east/west direction to connect to the north end of the existing River Garage. The 2010 MIMP called for the River Garage to be demolished and replaced with the MOB (Medical Office Building). The Master Use Permit drawings dated July 7, 2020, show that the existing garage is retained, not demolished as indicated in the 2010 MIMP.

Please provide information regarding how many parking spaces in the River Garage will continue to be in use and when the River Garage will be demolished.

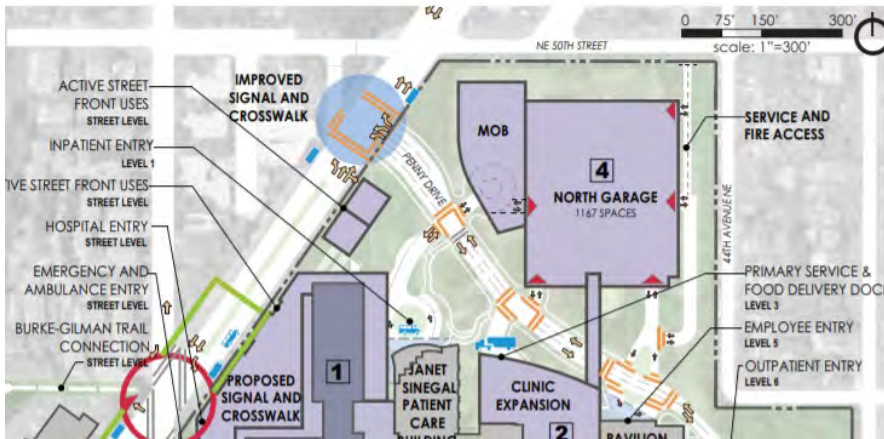


Figure 4 Non –Motorized Connections; 2010 MIMP, page 83

In Children’s proposal, Penny Drive will now lead into a turn-around and drop off between the proposed Surgery Pavilion and the proposed Parking Garage. To provide a better understanding of this proposal, please prepare a drawing showing the location of the new realignment of Penny Drive right-of-way, the proposed turn around area, and drop off area as compared to the alignment of Penny Drive as shown in the 2010 MIMP by overlaying one drawing over the other on a single sheet.

- K. The 2010 MIMP showed a skybridge running north/south. How far is this skybridge set back from the property line along 44th Ave NE? What is the approximate elevation at the top of the skybridge?
- L. The proposed MUP drawings also show a skybridge running north/south. How far is this skybridge set back from the property line along 44th Ave NE? Is the top of the skybridge proposed to be at EL 158’? What is the clearance from the bottom of the skybridge to the top of proposed grade at the walking surface below?

M. The MIMP showed a Primary Services and Food Delivery Dock on the north façade of the Clinic Expansion (2) Services. 2010 MIMP, page 39. The Surgery Pavilion is now proposed for this location. Where will Children’s move the Primary Services and Food Delivery Dock?

N. What is the proposed construction cost for the proposed projects and how will they be funded?

II. Garden Edge:

In a several sections of the MIMP, Children’s described the borders between Children’s and the neighbors -- such as the neighbors on 44th Ave NE-- as a “garden edge.” The purpose of the garden edge is to “minimize the visual presence of the hospital...” “Garden edges would be locations where outdoor program areas and plantings would be used to screen or open views of the campus from adjacent residential uses.... Following Children’s current practice, we would work collaboratively with the adjacent property owners and nearby neighbors to improve the garden edges of the campus.” 2010 MIMP, pages 46 and 23. As noted in the 2010 Design Guidelines, “[t]he 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.” 2010 MIMP Design Guidelines, page 11; photo on page 11.



Figure 5 Future Landscaping; 2010 MIMP, page 71.

In Children's 2017 Annual Report, it stated that "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." MIMP 2017 Annual Report, page 13.

- A. As noted above, the roadway shown east of the North Garage is designated as only a one-lane road to be used exclusively for Service and Fire Access. Figure 4; 2010 MIMP, page 83. The intent was to reduce the impact of traffic, noise, light and glare on the adjacent residential neighborhood along 44th Ave NE.

The MUP drawing set dated July 7, 2020, in Figure 2 now shows a two-lane road for cars located east of the Garage running in a north/south direction that continues in an east/west direction. This proposal for a road that does not restricted in use would change the environmental impacts on the surrounding neighborhood. Has Children's analyzed the impacts of the proposed road in the setback area?

- B. Has Children's surveyed the condition of the existing buffer? For many months of the year, the buffer is inadequate and cars parked in Children's surface parking lot can be seen from 44th Ave NE. What can Children's do to address this issue?
- C. The MUP drawings show that additional vegetation will be added to the border between the proposed structures and 44th Ave NE. Can Children's provide information regarding the plant materials that will be used for the new buffer (including the proposed plant species, and density of vegetation)? Are there particular problems with the quality of this screen composed of planting during the winter months? What steps can Children's take to improve the effectiveness of the visual barrier?
- D. The basic concept of a garden edge will be undermined by the location and proximately of the new Surgery Pavilion to the residential neighborhood. How will the garden edge be used to mitigate the environmental impacts of the proposal on the residential neighborhood (44th Ave NE)(for example, noise, exhaust and automobile lights from vehicles using the proposed drop off and turn)?

III. Lighting:

In 2017, we worked with Children's regarding the installation of the footpath from 44th Ave NE to Children's. In the letter that Children's sent to the neighbors at that time, Children's emphasized that it would use "low level lighting." We met with Children's staff on a number of occasions to discuss the proposed lighting plan (location and height). In 2017, Children's made a significant effort to ensure that while the lighting would promote safety, Children's would install lighting that minimized the impact on the neighborhood.

- A. After the extensive discussions in 2017 regarding the footpath lighting, what efforts will Children's make to mitigate the impact of the lighting from the new buildings on the residential neighborhood?

- B. Where will the new exterior lighting be located? How will the fixtures be directed? What will be the hours of operation? Can the lighting be dimmed during certain hours?
- C. What analysis has been conducted and design solutions proposed to reduce light pollution from exterior and interior light sources from the Surgery Pavilion and the Garage on the adjacent residential neighborhood?

IV. Noise:

During the multi-year review process associated with the MIMP approval process, Children's outlined -- in great detail -- the location of the helicopter pad and the emergency entrance.

- A. We assume that there will be no changes, but would like to confirm that the Surgery Pavilion will not change the location of the helicopter pad or the emergency entrance.
- B. What are the proposed strategies for reducing noise impacts from staff, patients and automobiles using the Surgery Pavilion and Garage on the existing residential neighborhood?

V. Schedule:

- A. Please provide a proposed design schedule for the Surgery Pavilion and the Garage including a preliminary target date for submission of Building Permit applications to SDCI. Will the building permit applications be phased?
- B. Please provide Children's current target date for the proposed start of construction and the number of months of construction starting with the date for contractor site preparation, mobilization, and demolition and ending with the issuance of the Certificate of Substantial Completion.

VI. Conclusion:

In reviewing the 2010 MIMP, one wonders whether Children's proposal is consistent with the original intent and the spirit of the adopted MIMP. The approved MIMP summarized the three-year community engagement process that Children's conducted before it secured City Council approval for the MIMP. The documents emphasized the significance of the Laurelon Terrace property acquisition which allowed Children's to lower the overall density of development and to reduce the environmental impacts to the neighborhood. On page 9 of the MIMP, it provides a summary of how the approved MIMP accomplishes many of key objectives that the community identified throughout the lengthy public process:

"The Master Plan allows Children's to:

- Place the majority of new development on the Laurelon Terrace site...

- Reduce the bulk and scale of proposed facilities through transitional heights and building setbacks...
- Reduce the impact of construction on hospital operations and the neighborhood....”

2010 MIMP, page 9.

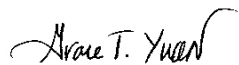
In the first decade of implementing the MIMP, Children’s was able to honor these commitments. But moving into the second decade, one questions whether the proposed size and location of the Surgery Pavilion, the Garage, and the Center of Excellence are consistent with the original intent and spirit of the adopted MIMP.

When compared to Children’s original expansion proposal, the approved MIMP moved all the major buildings to the bottom of the hill (the Laurelon Terrace site). The goal was to move the institutional uses further away from the neighborhood (in many ways similar to the questions raised in this letter regarding the current proposal) and to lessen the environmental impacts on the residences. Consistent with the objectives outlined in page 9 of the MIMP, the projects built over the last decade have successfully reduced the bulk and scale of the new buildings and have used transitional heights and building setbacks. The proposed Surgery Pavilion was not in the 2010 MIMP, and as currently proposed, does not appear to comply with these criteria. Its location and associated drop off area, and the proposed two-lane road north and east of the Copper Garage in the setback area, would negatively impact the neighbors on 44th Ave NE.

Therefore, in addition to reviewing the technical aspects of the proposal, Children’s should also consider how this proposal can continue to honor the commitments it made to its neighbors in 2010.

Thank you for the opportunity to comment.

Sincerely,



Grace T. Yuan
4714 44th Ave NE
Seattle WA 98105
gracetyuan@yahoo.com

PRC

From: Miriam _ <myriamdm@hotmail.com>
Sent: Wednesday, August 26, 2020 2:57 PM
To: PRC
Cc: Vasquez, Colin
Subject: URGENT: requesting extension to Project 3036201-LU - 8/27 comment deadline

CAUTION: External Email

Hello PRC

I am Myriam Muller, 12 year + original member of the Children's Hospital Standing Advisory Committee.

I am really concerned about the comment deadline for "Project Copper." I live in Laurelhurst, a block behind the hospital, and within the construction impact zone, as do many of my neighbors also living within a block of the hospital, especially those on the north end on 44th Avenue NE.

I still haven't received the presentation materials for the Monday SAC meeting. The Youtube video provided was very general, and more of a marketing piece, than providing specifics of the construction of the surgery pavilion and parking structures. The SAC has generally been provided information before our meetings to be well prepared to ask questions, provide feedback and ask questions.

The current deadline of 8/27 is extremely short and also includes one less business day, due to the 3 day week-end. Furthermore, the deadline is before the 8/31 SAC meeting. That doesn't make sense. It does not allow residents to attend the SAC meeting, hear in detail about the project and then provide comments.

I am hereby requesting that SDCI extend the public comment period to 14 days after the SAC meeting and presentation until 8/31/20.

I look forward to hearing from you.

Thanks,
Myriam

From: [Andy Aupperlee](#)
To: [PRC](#)
Subject: Comment for Project 3036201-LU
Date: Wednesday, August 26, 2020 2:52:42 PM

CAUTION: External Email

Project Number: 3036201-LU
4800 Sand Point Way NE

I am concerned about the level of landscape screening present along 44th Ave NE. As it is now, there are several bare spots along the west side of the street that do not sufficiently hide the parking lot. As many of the homes on 44th Ave NE, including mine, are perched up from the street, I am also concerned about sight lines from first and second story windows of the residential houses on 44th Ave NE onto the new parking and surgery structure. This concern becomes more pronounced during dark hours as light from the buildings and parking surfaces reflect back at the houses. Maintaining the screening level at the current height will not be sufficient to block the view of the parking structure as well as shield the street from noise from the building's mechanical systems. Given that about half of the 75' setback is used for a road, I hope there is sufficient room for screening. If this screening does prove to be sufficient, please consider planting more and taller trees into the landscaping area.

--

Andy Aupperlee

From: [Kathryn Aupperlee](#)
To: [PRC](#)
Subject: Comment for Project 3036201-LU
Date: Wednesday, August 26, 2020 2:17:33 PM

CAUTION: External Email

Project Number: 3036201-LU
4800 Sand Point Way NE

Hi,

I live on 44th Ave NE, which faces the Seattle Children's parking lot. Currently, the parking lot can not be seen due to the greenery and trees along that street and our home provides a view looking out and over it. I am concerned that the new parking garage will exceed the height of the greenery, which would then block our view and have us looking at a parking garage. Additionally, I am concerned about light pollution and having a parking garage that is brightly lit shining into our home and bedrooms at night. Please take these concerns into consideration with the final designs of the project.

Thank you,
Kathryn

--

Kathryn S. Aupperlee
901-734-8797
kathryn.aupperlee@gmail.com

August 30, 2020

VIA EMAIL

Seattle Children's Standing Advisory Committee
c/o Maureen Sheehan
Major Institutions and Schools Coordinator
City of Seattle

RE: Children's Hospital Record No. 3036201-LU, August 31st SAC meeting

Dear members of the Standing Advisory Committee:

Thank you for the opportunity to provide public comments.

On August 26th, we submitted a comment letter to Mr. Vasquez at the Department of Construction and Inspections. Please incorporated the letter into SAC's records.

We have reviewed the slides for the SAC Phase 3 MUP-Project Cooper dated August 31st. Unfortunately, Children's slides and its application do not provide the level of detail that would enable us to understand the proposal. Therefore, we ask that Children's answer the questions identified in the August 26th letter.

The eastern edge¹ of Children's property is at the highest elevation of the entire property. The proposed Surgery Pavilion would be sited on the eastern edge. In other words, the Pavilion is proposed to be sited as high "uphill" as Children's site allows. This is opposite of the development conditions indicating that new hospital additions to the existing campus should be sited "downhill."²

In this comments letter, we would like to focus on the provisions in the Children's Major Institutional Master Plan ("2010 MIMP") that moved the hospital buildings "downhill" to the Laurelon site. The 2010 MIMP only left the North Garage and an MOB (two support buildings) on the "uphill" side.

As the Seattle City Council stated, the "[d]etails of Children's proposed development program are found at pages 17-73 of the proposed MIMP, Exhibit 4." Seattle City Council, Findings,

¹ The area is more precisely described as 44th Ave NE between NE 50th Street and 45th Ave NE between NE 50th Street and NE 45th Street. The elevations on the eastern edge of the property are at approximately EL 158' to 160. The elevations along the western edge of the property (along Sand Point Way) are at approximately El 48' to El 88'.

² Slide 23 from the August 31st SAC presentation identifies a 75' buffer between the east face of the surgery pavilion and Children's property line along 44th Ave NE. As designed, it is not functioning as a buffer since there is a two-lane road and sidewalk located within the 75 foot dimension. The road and sidewalk should be relocated outside the 75 foot buffer.

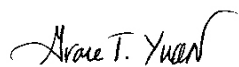
Conclusion and Decision, MIMP, April 5, 2010, no. 24, page 6. Except the Council finding in paragraph A below, all the quotes are found in pages 17-73 of the 2010 MIMP and are a part of the development program approved by the Seattle City Council.

- A. “Children’s revised its proposed MIMP to include early expansion onto Laurelon (Alternative 7R)... The change also allowed Children’s to... place increased height and bulk at a lower elevation where it is removed from most single-family neighborhoods to the east and south... “ Seattle City Council Findings, No. 52, Page 10 (emphasis added)
- B. ... “Children’s Master Plan... carefully balances the urgent need for additional capacity at the hospital with innovative programs and plans that respond to community concerns. Children’s commitment to purchase Laurelon Terrace, thus moving the bulk of its expansion “downhill” and adjacent to the Sand Point Way NE arterial and refining the proposed development through transitional heights and building setbacks, represented an extraordinary mitigation measure to reduce the impact of the expansion on neighbors.” 2010 MIMP, page 9 (emphasis added)
- C. “The Master Plan allows Children’s to... place the majority of new development on the Laurelon Terrace site...2010 MIMP, page 9.
- D. “Campus Development Program... Under the Master Plan, the existing hospital campus will be expanded to the Laurelon Terrace site for future hospital facilities.” 2010 MIMP, page 19 (emphasis added)
- E. “The Master Plan will primarily utilize the lower elevations of the expanded campus for new development.... The majority of the new buildings will be located on the lowest areas of the expanded hospital campus and closest to Sand Point Way NE and 40th Avenue NE on Laurelon Terrace. 2010 MIMP, page 42.

We ask Children’s to outline how its current proposal is consistent with the MIMP development conditions.

Thank you for the opportunity to provide public comment.

Sincerely,



Grace T. Yuan
4714 44th Ave NE
Seattle WA 98105
gracetyuan@yahoo.com

PRC

From: Lawrence Plummer <plummerl@msn.com>
Sent: Wednesday, September 2, 2020 6:00 PM
To: PRC
Subject: Master Use Permit 3036201-LU Comments

Categories: Milani

CAUTION: External Email

I'm writing to express my opinions on the Children's Hospital Master Use Permit 3036201-LU.

With all the development that has gone on, and continues, the details revealed for the development on the NW corner of the campus are extraordinarily out of sync with all that has been going on.

What on earth is the idea of using a 75 ft. buffer (along 44th Ave NE) to become a two lane road? In this case, how does it then ever meet the definition of "buffer"?

Why is the parking garage not to be sunk into the property? This would be one step in lowering the impact on North Laurelhurst which is supposed to always be paramount.

Unbelievable!

Lawrence Plummer,
Seattle, North Laurelhurst

PRC

From: Sarah Davis <sarahscottdavis1@gmail.com>
Sent: Wednesday, September 2, 2020 5:13 PM
To: PRC
Subject: Comments on Seattle Children's Hospital Expansion

CAUTION: External Email

Dear City of Seattle,

I live two house lengths away from Seattle Children's Hospital. We are already impacted by the hospital in many ways: the excessive traffic, the lack of proper traffic lights, the everyday noise, current construction noise, and helicopters.

I am beyond disappointed to see that Seattle Children's plan for expanding. Once again, they have conducted a pattern of keeping information from the public until the last minute, building beyond what is reasonable, choosing to build high rather than excavate, all to build excessive amounts of space for less money on an already crowded campus in a residential area.

There are other options that don't impact this neighborhood so severely. They may involve other campuses, or other construction options, which Seattle children's can do. Our city does not have to give in to every one of their demands.

As we reach a point in our society where we are asking ourselves if the profits of massive corporations must always come before individual rights, I ask you to prohibit the planned expansion of Seattle Children's hospital in its current form.

I speak as a parent whose children will be trying to conduct school at home during this massive, noisy and polluting construction project, while their parents try to work from home, only a few hundred yards away. This project will not only be a blight to the neighborhood for the next 50 years, it will have a huge impact during the construction phase, when nearly every person is working and living from home for their own safety. It will bring so much additional traffic to an already overcrowded residential neighborhood.

Seattle Children's has not made a compelling case that this is the ONLY option or that this project is absolutely necessary. In fact, the objective of adding more surgery rooms when they cannot keep safe the existing ones, or adding additional parking, when we are increasingly moving to public transportation and working from home, and meeting doctor's via zoom, seems outdated and unnecessary.

I ask you to reconsider this project, at least until alternatives can be presented, we are past Covid and the necessity of staying at home for our health and for the health of essential workers.

Seattle children's Hospital will always push the boundaries. The only question is when will the City begin to prioritize individuals over corporations who show no respect for individuals.

Regards,

Sarah Davis
4316 NE 44th Street
Seattle, WA 98105

PRC

From: Peter Andersen <pandersenupc@gmail.com>
Sent: Tuesday, September 8, 2020 3:36 PM
To: PRC
Subject: project #3036201-LU

CAUTION: External Email

Please provide drawings of the proposed plans. They have not been distributed to the neighbors. It appears there have been changes to access, NE 50 Street, 44th Ave NE and some height issues (as well as traffic routing during construction).
Peter Andersen
4724 44th Ave NE, Seattle, WA 98105

From: Allison Kelly <allison.kelly09@gmail.com>
Sent: Tuesday, September 8, 2020 1:53 PM
To: PRC
Subject: Concern Over Master Use Permit 3036201-LU state

CAUTION: External Email

Hello,

I am a neighbor of Seattle Children's Hospital (my home address is 4746 45th Ave NE, Seattle, WA 98105). I am greatly concerned about the upcoming proposals for project Master Use Permit 3036201-LU. Specifically, I have concerns over the heights of the buildings. It seems as though they could achieve the same parking capacity proposed if they were to excavate below grade. This would allow for the utility, without the issues that come with a higher building. These issues include, but are not limited to, changing the feel of the neighborhood from a true neighborhood but more of a commercial setting by seeing commercial buildings. I would request that they limit the height of these buildings so they are not visible to those who are neighbors to the hospital.

Reading through some of the other comments/ concerns over this project that have brought up, I am going to reiterate them here. I agree with these entirely and want to make sure these are being heard.

- The proposal realigns Penny Drive so that it takes away about one third of the landscaped buffer along 44th Avenue NE, and routes all traffic for the Ocean garage parallel and next to 44th Ave NE. This exposes the residents of 44th Ave NE to unnecessary noise and traffic pollution and deprives them of part of their buffer. Since the surgery pavilion is supposed to be connected to the existing hospital by a bridge (as will the parking structure), it seems to me that Penny Lane should retain its existing alignment and the Surgery Pavilion be connected to the rest of the hospital by a bridge (that will be there anyway). That would require the Surgery Pavilion to be sited somewhat north from where it is in the proposal, but by doing so not only will the residents of 44th Ave NE be protected from noise and pollution, but it may be that the existing view of the Olympics along NE 47th Street could be preserved.
- The height of the north parking garage, while within the height overlay, is unnecessarily tall. It could be reduced considerably by excavating at least some of it underground.
- While the height of the surgery pavilion is within the height overlay, it goes above the buffer tree canopy. If it cannot be reduced, the plan must be very careful to protect the neighborhood from nighttime light pollution and daytime glare from the building. We don't want the neighborhood lighted up 24-7 as if it is a downtown office park.
- There is more hardscape added in the NW campus for new buildings and an added access road and a new turnaround along the NE corner of the site for "access" vehicles. Residences are located along 44th Avenue NE and 45th Avenue NE and NE 50th Street and a new two lane road is planned to be located in the 75 foot buffer, a requirement in the Conditions of the MIMP for its approval. Cannot the new buildings be made in a smaller footprint to comply with the green buffer along residential borders, and add the road , outside of the 75 foot green buffer?
- The elevations show a tall "wall " of structure along these residential streets when completed. What mitigation will reduce this visual barrier? What is the composition of trees.
- There will be over 390,000 square feet of new development, and the majority of the demo and construction will occur nearby the residences on NE 50th Street, 44th Avenue and 45th Avenue NE on a temporary

road. How will the impacts from construction dust and noise and emission be controlled and mitigated for neighbors?

I am trying to reconcile how these new proposals are in alignment with the 2010 MIMP. In the 2010 MIMP there is strong language regarding Children's commitment to move the bulk of there expansion "downhill" and the "extraordinary mitigation measures" that were incorporated into the MIMP. building a surgery pavilion at the top of the hill on Children's property is not consistent with a number of the statements that Children's made in the adopted MIMP.

The eastern edge¹ of Children's property is at the highest elevation of the entire property. The proposed Surgery Pavilion would be sited on the eastern edge. In other words, the Pavilion is proposed to be sited as high "uphill" as Children's site allows. This is opposite of the development conditions indicating that new hospital additions to the existing campus should be sited "downhill."

The Master Plan will primarily utilize the lower elevations of the expanded campus for new development. The majority of the new buildings will be located on the lowest areas of the expanded hospital campus and closest to Sand Point Way NE and 40th Avenue NE on Laurelon Terrace. 2010 MIMP, page 42.

While the 2010 MIMP did show a potential parking garage near the corner of 44th Ave. NE and NE 50th Street, a garage is not a hospital facility.

Thank you for taking the time. This is all very concerning. I request that you listen to these concerns and work with the hospital to address them.

Allison Kelly

PRC

From: Michael Perlman <michaeldperlman@yahoo.com>
Sent: Tuesday, September 8, 2020 10:46 AM
To: PRC
Cc: laurelhurstnews@comcast.net; Michael Perlman
Subject: Comments on Project #3036201-LU (Seattle Children's Hospital)

CAUTION: External Email

Seattle Department of Construction and Inspection
Attention: Public Resource Center
700 Fifth Ave, Suite 2000
P.O. Box 34019, Seattle, WA 98124-4019

Dear SDCI:

I am writing to express great concern at the negative impact that this project will have on the quality of life in our residential neighborhood. The extent of the impact of over 600,000 square feet of additional space is self-evident: increased traffic, congestion, noise, and light pollution, not to mention four years of heavy construction. Comments from others go into greater detail and suggest substantial mitigations that could be accomplished. As I am not an engineer, let me simply endorse these suggestions in full.

May I also request a clarification. From the SCH presentation of their plan: "Primary access to new building remains from Penny Drive. No additional points of access".

However Laurelhurst Community Club writes as follows: "A paved permanent access road in the 75-foot mandatory buffer is planned along 44th Ave. NE and NE 50th St. with a hard surface turnaround."

These statements seem to contradict each other - may I request clarification?

Thank you very much,

Michael Perlman
4500 NE 50th St
Seattle, WA 98105
206-527-4537
michaeldperlman@yahoo.com

prc@seattle.gov or mail to:

Please include project #3036201-LU and your address in the comment letter for future notices.

From: Sarah Davis
To: [PRC](#)
Subject: Re: Comments on Seattle Children's Hospital Expansion
Date: Wednesday, September 09, 2020 3:35:19 PM
Attachments: [image002.png](#)

CAUTION: External Email

Master Use Permit 3036201-LU states, as well as the signs around the perimeter:

Land use application to allow a 3-story building addition to existing institution (Children's Hospital, Surgery Pavilion & Garage (2 buildings connected by a bridge span). Parking for 1,138 vehicles proposed. Portion of existing garage to be demolished. Addendum to Final Environmental impact Statement for Seattle Children's Hospital Major Institution Master Plan dated November 2008, has been prepared.

The address is Seattle Children's Hospital 4800 Sand Point Way NE, Seattle, WA 98105

On Wed, Sep 9, 2020 at 2:51 PM PRC <PRC@seattle.gov> wrote:

Hello,

We need the project number or at least an address for the project you are commenting on.



Public Resource Center

Land Use Division

City of Seattle [Department of Construction and Inspections](#)

From: Sarah Davis <sarahscottdavis1@gmail.com>
Sent: Wednesday, September 2, 2020 5:13 PM
To: PRC <PRC@seattle.gov>
Subject: Comments on Seattle Children's Hospital Expansion

CAUTION: External Email

Dear City of Seattle,

I live two house lengths away from Seattle Children's Hospital. We are already impacted by the hospital in many ways: the excessive traffic, the lack of proper traffic lights, the everyday noise, current construction noise, and helicopters.

I am beyond disappointed to see that Seattle Children's plan for expanding. Once again, they have conducted a pattern of keeping information from the public until the last minute, building beyond what is reasonable, choosing to build high rather than excavate, all to build excessive amounts of space for less money on an already crowded campus in a residential area.

There are other options that don't impact this neighborhood so severely. They may involve other campuses, or other construction options, which Seattle children's can do. Our city does not have to give in to every one of their demands.

As we reach a point in our society where we are asking ourselves if the profits of massive corporations must always come before individual rights, I ask you to prohibit the planned expansion of Seattle Children's hospital in its current form.

I speak as a parent whose children will be trying to conduct school at home during this massive, noisy and polluting construction project, while their parents try to work from home, only a few hundred yards away. This project will not only be a blight to the neighborhood for the next 50 years, it will have a huge impact during the construction phase, when nearly every person is working and living from home for their own safety. It will bring so much additional traffic to an already overcrowded residential neighborhood.

Seattle Children's has not made a compelling case that this is the ONLY option or that this project is absolutely necessary. In fact, the objective of adding more surgery rooms when they cannot keep safe the existing ones, or adding additional parking, when we are increasingly moving to public transportation and working from home, and meeting doctor's via zoom, seems outdated and unnecessary.

I ask you to reconsider this project, at least until alternatives can be presented, we are past Covid and the necessity of staying at home for our health and for the health of essential workers.

Seattle children's Hospital will always push the boundaries. The only question is when will the City begin to prioritize individuals over corporations who show no respect for individuals.

Regards,

Sarah Davis

4316 NE 44th Street

Seattle, WA 98105



Peter J. Eglick
eglick@ewlaw.net

September 9, 2020

Via email (PRC@seattle.gov and Colin.Vasquez@seattle.gov)

Department of Construction & Inspections
Attn: Colin Vasquez and Public Resource Center
700 Fifth Ave, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

RE: DCI Project No. 3036201-LU, 4800 Sand Point Way NE
Comments on Behalf of Laurelhurst Community Club

Dear Mr. Vasquez and Public Resource Center:

This letter is submitted on behalf of the Laurelhurst Community Club (LCC) to supplement its initial comments submitted separately dated August 27 and September 9, 2020. This letter also incorporates by reference comments submitted separately by Grace Yuan, a community resident and impacted Seattle Children's Hospital (SCH) neighbor. The substantive questions and comments submitted in those separate documents will not be repeated here and are instead incorporated by reference. Comments here will instead focus on the carelessly defective legal/procedural approach taken so far by SDCI and SCH.

No Notice: No doubt, the first reaction of an SDCI or SCH reviewer to this paragraph's two-word heading will be that some notice was provided in the form of the SDCI LUIB publication and large sign posting. However, that reaction would be incorrect. SDCI and SCH managed somehow to fall short of even the minimal notice required under the Code.

First, the published and large sign notice was explicitly premised on availability of information from SDCI. However, that information, including the SEPA Addendum, was not available for several days after SDCI publication of notice – and was only disclosed after repeated requests from LCC.

Second, when LCC understandably requested an extension of the comment period to account for the days lost as a result of SDCI/SCH failure to make required materials available, SDCI emailed LCC that the deadline would be extended through September 9, but failed to provide any public notice of that extension, either on the large signs, the LUIB, or otherwise. In other words, SDCI failed to give notice of the comment extension that was needed as a result of the failure to provide competent notice of the original deadline.

If the application in question was for a backyard garage, the matter of a few days might make no difference. However, the application on which SDCI/SCH failed to give even the minimal notice required under Code is for hundreds of thousands of square feet of development, with important consequences for the community. The SCH is “supported” by hundreds of pages of documentation, including a several hundred page SEPA EIS Addendum which was not available for review.

SDCI’s assurance that comments will be accepted at any time even after the deadline is not an answer or remedy. The public has no way of knowing that comments will continue to be accepted. And, importantly, purporting to accept comments while the SDCI approval process is already underway diminishes a public commenters ability to truly have a say in the process. That is why comment periods are mandated at the beginning of a process. It is past time for SDCI to acknowledge its failures in this regard, halt the review process, and republish the notice in question with a full comment period.

Violation of Council SAC Condition: In adopting the SCH MIMP, the City Council included Condition 15:

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. [Emphasis added].

The LUIB Notice published by SDCI states that the SCH application was submitted July 10, 2020 and deemed complete on August 4, 2020. Yet, the first time that LCC is aware that the application was presented to the SAC was August 31, 2020. SAC and the public had little or no time to review the voluminous application materials before meeting and were largely reduced at the meeting to spectating while a succession of SCH personnel offering new PowerPoint and other exhibits on a complex application. SDCI apparently is accepting this meeting as “counting” toward SAC review “prior to submission” of the SCH MUP application.

The process to date has been unlawful. The obvious error in delaying SAC review compounded the flaws in the public notice. The cumulative result is a drastic diminution in the public and SAC ability to study the project and to knowledgeably ask questions and comment about it at a critical early period.

Violation of SCH/LCC Settlement Agreement: This Settlement Agreement, recognized by the City Council in adopting the 2010 MIMP, includes the following provision:

As part of LCC’s and Children’s efforts to work together, LCC shall have the opportunity to review and comment on MUP submittals at a stage that will allow for identification of potential concerns and an opportunity for them to be resolved. At the time of MUP submittal, Children’s will provide a copy to LCC of the MUP submittals as accepted by DPD. In addition,

Children's will support the inclusion of two LCC designees as members of the Standing Advisory Committee.

Completing a trifecta of (at best) carelessness concerning this application, LCC did not receive the notice required under this provision. Further, as described above, when LCC became aware of the application, the documents necessary for review were not available. This is particularly egregious because the SEPA EIS Addendum states that it was issued on July 7, 2020. It is not clear in this instance what SDCI considers "issued," but the fact is that the Addendum was not provided to LCC (or the SAC) and was not available until almost two months later.

All rights are reserved by LCC in regard to this act inconsistent with the Settlement Agreement.

Failure to Acknowledge Full Scope and Nature of Proposal: The full extent of the actual SCH proposal is underdescribed in the SDCI notice. There is no acknowledgement of alterations to buffers, vegetation, accesses (including construction access), and significantly, there is no acknowledgement that the proposal entails changes to the current MIMP. This omission also characterizes how the matter has been presented to the SAC as if the SAC had no role in advising under the Code on whether the proposed changes constitute a MIMP Amendment. Again, careless (at best), this dereliction diminishes the public review process that is established to ensure that SDCI does not act as a mere facilitator of a foregone conclusion.

Certificate of Need: Materials submitted by SCH wax eloquently on its mission and what it perceives as the "need" for the facilities proposed in its application. However, while the SEPA EIS Addendum mentions that a Department of Health Certificate of Need (CON) may be required, this was not flagged for the SAC, although the question of need was a significant topic of discussion in the CAC review of the original MIMP and in Council consideration. It is noted in this regard that SCH touts a CON obtained in 2019 for one operating room but has apparently not sought a CON for its proposed entirely new "Copper" surgery pavilion. One reason for existence of the DOH CON process is to ensure that facilities are not constructed for reasons (e.g. competition) that are not consistent with sound healthcare resources planning. In this instance the CON inquiry also relates to the purpose of the Major Institutions Code to balance Major Institution needs to develop facilities for the provision of health care or educational services with the need to minimize the impact of Major Institution development on surrounding neighborhoods. SMC 23.69.025; see MIMP Finding of Fact 26.

Inadequate SEPA Review: SDCI is apparently permitting SCH to proceed through a SEPA EIS Addendum, cumulating on at least four prior addenda that all rest on an underlying EIS prepared over a decade ago. This represents a misuse of the Addendum process and shortchanges public participation in SEPA review. SDCI should require preparation of a Draft and a Final SEIS on this significant proposal.

MIMP Amendment: Application of the Code processes for categorizing and reviewing MIMP changes is not acknowledged in the materials presented for public review, a significant

EGLICK & WHITED PLLC
September 9, 2020

Page 4

shortcoming. In fact, the proposal must comply with Code requirements for MIMP amendment and these requirements must be acknowledged and followed by the Director. At a minimum, the proposal is subject to the Code minor amendment requirements because, in its rearrangement of facilities, wholesale tree removal, and directing of traffic onto an internal road compromising a buffer for the neighboring residential community it presents differences and significant adverse impacts not contemplated under the current MIMP. See SMC 23.69.035.

Conclusion: This SCH proposal has gotten off on the wrong foot, legally and procedurally, with SDCI's apparent facilitation. SDCI should call a halt, publish a new public notice re-starting the public comment period, schedule a new first SC review once that new public comment period has run its course, require an SEIS, and adhere to Code requirements for this significant MIMP proposed amendment.

Sincerely,

EGLICK & WHITED PLLC



Peter J. Eglick
Attorney for Laurelhurst Community Club

cc: Nathan Torgelson (nathan.torgelson@seattle.gov)
Bonita Chinn (bonita.chinn@seattle.gov)

Laurelhurst Community Club

Serving Seattle's Laurelhurst Community since 1920

September 09, 2020

Seattle Department of Construction and Inspections
Attention: Colin Vasquez
700 5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Re: Comments on Project 3036201-LU

From: The Laurelhurst Community Club (LCC)

Introduction: The original SCH Major Institution Master Plan proposal was denied by the City of Seattle's Hearing Examiner in 2010 due to its lack of balance between its needs, and the liveability of its surrounding neighborhood. As an indication of Laurelhurst Community Club's support for a balance between SCG development and the health and wellbeing of the surrounding community, LCC negotiated a mutual, and legally binding Settlement Agreement with SCH to allow new development of 1,225,000 square feet, to a maximum of 2,125,000 on its Laurelhurst Main Campus which is located at 4800 Sandpoint Way NE, Seattle, WA 98105.

We are now 10 years into the approved MIMP, and SCH is seeking approval for what it apparently calls Phase 3, "The Copper Project". SCH has also offered a Phase 3 EIS Addendum which supposedly identifies any changes and impacts that may differ from the originally approved MIMP and its phases. Unfortunately, as explained below, SCH has provided neither the proposal information nor the SEPA disclosures and analysis necessary to meet the legitimate need for consistent accurate data on the SCH proposal. What has been provided demonstrates that the proposal, starting with way it is being handled by SDCI, does not meet Code requirements.

The shortcomings in the proposal started with the failure of notice to the public and SDCI's inexplicable disinterest in ensuring knowledgeable public participation. SDCI posted six large land use signs around the site announcing a short comment period and stating the availability of application documents. However, when LCC checked, the 278-page Phase 3 SEPA document was not available in a readable format. After **four** requests to SDCI and its PRC, this document and 2 other application documents, were finally posted for public access on August 31, 2020 at 10:30am. The City-required Standing Advisory Committee (SAC) meeting to evaluate this project was that evening, so **SAC members had exactly 7 hours to access the contents**. The lay volunteers appointed to the SAC to represent community questions and concerns, were, with SDCI silent complicity, left to struggle with reviewing the hundreds of pages of information belatedly disclosed. This burden was then compounded at the SAC meeting itself, which was held on August 31 despite requests for postponement, as SCH unloaded SCH additional project information that had not previously been disclosed.

The large sign notices posted for this application stated that there was an August 26 deadline for public comments. Because of the failure to provide accessible information to the public, LCC asked SDCI to extend the public comment deadline until 2 weeks after the application documents were made available. SDCI rejected this request, and only extended the deadline to September 9, leaving the public only nine days after the information was finally made available. Further, even this negligible extension was not noted on the Notice signs for the project erected on the site, nor has SDCI published notice of the extension. The SDCI rationale for this dereliction is apparently that it will consider late comments anyway. But this assumes without justification the public will know that it can submit late comments when all of the notices required/sponsored by SDCI state an August 26 public comment deadline.

Initial Comments:

LCC offers the following comments for consideration by SDCI on the EIS Addendum and related materials and reserves the right to add additional comments in the record as more examination of the proposal becomes possible.

1. Phasing

Changes in the phasing are permissible within the original MIMP, and Seattle Children's has rearranged almost all of those to date. Phase 1 was to occur along Sandpoint Way NE (SR513) but was moved to the southwest instead. This phase was built at NE 45th St and 40th Ave NE next to the Laurelhurst residential and small business sectors (Forest A tower). Phase 2 was to be the Hartman Building across the street, but it was removed from the MIMP, and the Forest B tower for diagnostics and treatment instead was built again on 40th Ave NE and Sandpoint Way NE. Thus, the original Phase 3 was accelerated, and was built out in Phase 2.

With the recent incidents and deaths following the persistent presence of *Aspergillus* mold in the surgical suites in the original building's HVAC systems, the need to build 12 new surgical suites, and 6 procedure rooms with a sterile processing area is an understandable change for SCH Phase 3 plans. However, the location at the northeastern border is much closer to neighbors, and infills open space to which SCH committed in the approved MIMP. Phase 3 also requires a reconfiguration of Penny Drive to connect the new surgery building to its central campus buildings. The north garage now changes the relatively unobtrusive existing 3 story below-ground garage to an 8-story garage with 3 stories above ground. This was planned for the Phase 4 in the MIMP, and is now moved up into Phase 3. This Phase adds a skybridge over Penny Drive to connect the new north parking garage and the new Surgery Pavilion, and to the central buildings. Both buildings are proposed at the height of 37 feet which is the maximum allowed in the MIO, with 15 feet in height, added for a mechanical "penthouse", making the structures effectively as high as 52 feet. These will create a new visual impact on existing homes across the buffer, which are low-rise single-family residences with a maximum of 30 feet in height.

Because of the excavation of 20 feet in depth, the new proposed Phase 3 is greater in the intensity of development within the existing footprint. It will be a total of 574,062 square feet, including 193,307 in the surgery pavilion with 18 surgery and procedure rooms. The North Garage will be 380,765 sq feet in 8 stories with 1100 parking spaces which is a net campus

increase of 537 spaces. Excavating 2 stories of soil will allow SCH to achieve more below grade, parking, and mechanical exemptions, so only 146,407 of building square footage will be charged in the MIMP development to date . The remaining development will be 487,899 square feet for original Phase 4 of the MIMP.

SCH notes that the Phase 4 will be to the north of its Forest B Building, and now inserts a Phase 5 in the MIMP for the first time, as the "interior clinic expansion project in the Mountain Building", which was originally part of Phase 2.

2. Impacts Previously Disclosed in the EIS vs. Phase 3 Table 1.5-1 (EIS pages 17 and 18)
Site Specific Information Provided in this EIS Addendum, states "no new or significantly different impacts" for Geology, Air Quality, Water, and Noise. **This is not correct, and the proposed Phase 3 plans show:**

- A. Geology-**Lowering the height of the base of the buildable site to create more square footage allowed under the MIMP requires excavation of **104,500 cubic yards** compared to the 98,000 for the planned SW garage, or 6500 more cubic yards. This increase while only +7%, is in a completely different location than originally planned, and is located within 100 feet of the front yards of sf residents along 44th Ave NE and NE 50th Street. The excavation will drop the grade by 20 feet for more structure height of both the North Parking Garage and the Surgery Pavilion will take place on a steep slope,(possible an ECA), which is not comparable to the original "level" site in the SW corner, and a place for easier haul out onto Sandpoint Way NE.

There will be air quality and noise impacts from heavy truck traffic used for the six-month massive removal of the 104,500 cubic yards of soil, especially since the inbound construction route (Construction Logistics attached here from the 08-31-20 SAC meeting) is now planned along residential streets.

The previous Phases 1 and 2 construction was done primarily just off Sandpoint Way NE (SR513), which does not border neighborhood residences.

- B. Air Quality-**SCH had disclosed potential for lead and asbestos emissions from the demolition of the existing garage and buildings on the NE section of the site. With more excavation in close proximity to residences, encapsulated removal should be required during the demolition. Greenhouse gas emissions should be reduced as new energy technology becomes available, as well as more alternative health care procedures which are less toxic. The new buildings must comply with Washington State bill #1257 which establishes new standards for clean buildings by 2026.

C. Noise-The EIS notes that the overall noise will be similar to what was previously disclosed, However, the more extensive and prolonged than disclosed excavation with soil removal and regrading its main exit road requires 50 trucks roundtrip daily for 6 months. **This is DOUBLE** the duration estimate for Phase 3 which was for 13-83 trucks for 3 months at the higher number of trips. The heavy machinery on the "other side of a thin construction fence" without any effort to protect the existing mature trees is a brutal environment for neighbors. Many residents are also

working at home, and the constant and intense levels construction noise by large equipment cannot be mitigated.

Table 3.4-4 "Predicted Phase 3 Construction Noise Levels" predicts (conservatively) that neighbors living on 44th Ave NE will **experience 87 , 82 and 78 decibels of noise**. The noise limits in the City of Seattle for daytime construction are governed by SMC sections 25.08.425.A and 25.08.410. This type of construction noise is only permitted in short segments and between 8:00am -5:00pm on weekdays.

The EIS Addendum for Phase 3 predicts that both excavation and demolition, and building the structures will generate 87, 82 and 78 decibels, respectively. The more-than -most cities generous Seattle noise limit is 80 decibels, so these noise levels are not compliant with the underlying code regulations.

In his Crosscut article of December 4th, 2016 , Professor Eliot Brenowitz from the University of Washington, specialized in biology concurs with the World Health Organization, and Professor Richard Geddes of Cornell University that exposure to excess noise levels has negative effects on human health, particularly in children and those over 60 years. Brenowitz cites that exposure to a noise level of **85 dBA for even one workday can produce hearing loss**. Chronic exposure to noise level (e.g two years of SCH construction), to noise at 65 dBA can increase adrenaline and stress hormone (cortisol) overproduction which can elevate blood pressure. This can increase the risk of heart disease and stroke.

Brenowitz also cites that on the website of the Seattle Department of Planning and Development states that there is a "bad risk of heart circulation disease at constant impact" at **65 decibels**". Further he suggests as other municipalities and other countries do, **to require the installation of noise barriers for construction exceeding 75 decibels**. Seattle Children's Hospital should be required to protect the health of their neighbors and kids, and the 400 students attending the Laurelhurst Elementary school 2 blocks from the construction site to align with their own mission statement, "to provide the healthiest life possible", especially considering the plans for two- years of construction.

The second noise issue is the permanent, close proximity of the new Surgery Pavilion to the residences on 44th Ave NE and 45th Ave NE. While the EIS notes that the new noise from the building will be state of the art, the addition of such a large "penthouse" of HVAC and other systems "just over the greenery", will create more permanent ambient noise in close proximity of residences. The SCH Phase 3 EIS states that: 55 decibels during the day is allowable under the SMC, but even at that level, there is a health risk effect on humans subjected to a constant noise, which adds to their elevated cortisol levels and heart health risks. All mechanical systems should operate at under 45 decibels day and night or less, to comply with the SMC noise code requirement for residential noise maximums.

Helistop Operation and Impacts previously disclosed in the EIS Addendum 3.5.3 and Pre-MIMP Noise Levels 3.5.3.1.1

The Phase 3 EIS Addendum states that SCH receives " 4 landings per month, on the average" or 48 annually. **This statement is not correct.** Seattle Children's Hospital collects and posts this data semi-annually for the public to access on its own Construction Blog website.

The actual data is:	2012	2013	2014	2015	2016	2017	2018	2019
SCH Helistop landings	28	36*	35	57	36	65	68	69

* inconsistent internal data reported

This date shows that helicopter landings on the Forest A roof helistop for the past 3 years is an average of 67.3/year, or a 40% increase in the EIS's projection, and it sited very close to residences.

Figure 3.5-3 (page 76), "The Helistop Modeled Flight Tracks for Pre-MIMP Helistop-FEIS" indicates that the helicopters approach their SCH landings "along arterials" from the north or south of Sandpoint Way NE, NE 55th St east and west. This route has NOT been the actual flight path taken for these past years and is exacerbated by the 40% increase on landings. In its temporary location on Forest A rooftop, the helicopters are flying in directly over resident's homes and schools such as 47th Ave NE, 43rd Ave NE, West and East Laurelhurst Drive NE, and NE 45th St. which are residential streets, from their approach over Union Bay. When the rooftop location was granted, the assumption was greater noise but short-term , but now with Forest B non-operative, it will be 2-3 more years from this location.

Table 3.5-10 (Noise at final Helistop location) indicates that the maximum decibels for 13 of its 14 receptors (human ears) range from 84.5 to 94.5 decibels. **That far exceeds any standard of acceptable noise for a residential neighborhood.** While residents are sympathetic to the mission of these flights, SCH should encourage ground landings at the U of WA Intramural Field as the first choice, if possible, and is safe for the patient as was promised in the original City Council's Conditional Use Permit issued to allow any helicopter landings .

The Tables 3.5-9 for Phase 2, and Table 3.5-10 for the permanent helistop location are based on the helicopter's planned approaches along Sandpoint Way NE and NE 55th Street. However, since the operators of the equipment have not adhered to that flight path, the noise levels in the residential areas have been much higher than either "Table of Noise" exposure predicted.

The Seattle Children's Hospital External Review Committee reviews landings and fields noise issues semi-annually. There have been numerous incidents of exceptionally loud helicopters flying in the middle of the night in the past two years. This deafening noise interrupts nighttime sleep patterns, and **SCH should correct any wayward flight paths to avoid these noise impacts** as much as possible. As noted by experts above, even one or two noise exposures can adversely affect cardiovascular health in humans, and should be considered as important for public health.

2. Transportation and Parking

A. The Phase 3 EIS Addendum does not include a study for its construction plans to re-route vehicular traffic and create a non-approved temporary exit from the busy Ocean

Parking Garage, which borders 45th Ave NE and NE 45th Street. NE 45th Street, which is very steep, is well known by LCC, SDOT and SCH for its heavy volumes and fast speeds as the main arterial that connects to the Laurelhurst Elementary School, Villa Academy School, Laurelhurst Park, the business district, two churches, and the residential neighbors in the entire north sector of the Laurelhurst neighborhood. Safety issues and speed violations are so pervasive that a radar speed reminder sign had to be installed at mid-point down the hill to slow traffic before 40th Ave NE, which is the SCH Emergency Department entrance.

This use of NE 45th Street for 2-3 years was first revealed at the SAC Meeting of August 31, 2020, as a temporary exit onto 45th from the Ocean Garage . The SAC members living in Laurelhurst immediately noted how unsafe this could be. **SCH's builder promised that they are planning to "staff a flagger" at their garage exit for more than two years for the duration of the Phase 3.** Not clear of the hours or location of the flagger. **This is also missing from Table 3.10-9**, which is "Comparison of FEIS and Forest B Mitigation Measures , under "Proposed Phase 3 Council Condition 20" (on page 149). Other locations of flaggers are mentioned, but the one on NE 45th Street exit from Ocean Garage for 2+ years is omitted. **This "temporary" exit for 2-3 years should be disclosed with a full safety analysis from SDOT, and recorded as part of the Phase 3 EIS Addendum for its impacts and mitigation required.**

B. Street System -The additional channelization of lanes on Penny Drive and adding dedicated turn lanes on Sandpoint Way NE (SR513), will be needed for safe access to the SCH campus and LCC supports the planned SDOT/SCH improvement.

The electronic directional sign to inform drivers on traffic on SR520 and I-5 was installed by SDOT on NE 45th Street before the MIMP was approved at significant expense to SCH. For the past 2 years, it has failed, and simply posts the same message, "Montlake Bridge is up, Traffic Clearing". SDOT should fix this expensive sign as it is a helpful tool to divert excess traffic to alternate routes especially during the pm peak southbound commute.

C. Traffic Volumes

At least an additional 223 daily trips were projected for the original Phase 3. The FEIS cannot be used to compare the same phases because they have ALL been switched around, and each has different intensities. For example, the original Phase 2 which was expansion of the Hartman Building site that was not included in that MIMP by City Council. Instead, SCH built Forest B which was a more intensive development that was originally planned for its Phase 3. Since that project is now well into construction, the new Phase 3 is the Surgery Pavilion with a new skybridge connecting to an 8-story garage in the NE corner of the site.

Due to the changes in the phases built, or now proposed, the traffic volumes predicted will necessarily change. Phases 1 and 2 which built Forest A and B buildings have different square footages and uses than was originally in the approved MIMP, and it makes the analysis of what was originally planned for Phase 3 irrelevant.

A better approach is to analyze the traffic volumes to date, which would include Phase 3, and subtract what is now planned for the balance of the MIMP because for example, its phases 1 and 2 were moved forward.

Of note, Table 1.5-1 (p. 19) states "Traffic volumes for Phase 3 would be 109 (72 in/37 out) new AM peak hour trips, 113 (19in/94 out) new PM peak, and a total of 1150 (575in/575out) new daily trips. Assuming these numbers are correct, that means 1150-222 peak=928 trips non - peak, or, all day long. Trip generation (page 136) compares Phase 3 now vs a different, original Phase 3, claiming less impact in Table 3.10-4, but the phases are not comparable since the development is completely moved forward and backwards on Phases 1,2,3 and 4.

In all cases, adding 1150 new daily trips in the currently proposed Phase 3 **will** impact the entire NE corridor. (See the Appendix Traffic Study report by Transpo labeled "Arterial Level of Service and Signalized Intersection Capacity Analysis"). The incremental delays and Level of Service noted that traffic in the study was less than anticipated, especially through the Montlake Interchange" due to WSDOT improvements for SR520" . That is not the real reason for the decline in baseline traffic counts.

The traffic study for this EIS Addendum was done on May 7, 2020 at 1:45-2:00pm in the midst of Covid-19 mandatory stay-at-home orders from the Governor. The University of Washington was not in session, and the University Village was closed for retail and restaurants (except for minimal food take out and a drug store). Many of the new high-density apartments along the 25th Ave NE, NE 45th St and Blakeley streets stood vacant.

Thus, the traffic study data obtained on May 7, 2020 is not an accurate or acceptable baseline for normal traffic corridor operations for the Phase 3 development. This phase is planned to be open in the fall of 2024 when the Covid-19 pandemic will surely have a vaccine, and normal operations of SCH, the University of Washington, and the retail and new residential uses will robustly resume.

A new traffic study, pre or post Covid -19 restrictions, should be required before construction to accurately predict the traffic impacts and mitigation proposed. It might not be soon enough to plan another "normal" traffic study, but might be better to use the prior traffic study with adding an expected mode split volumes. based the SCH's increase in campus population.

Even with low pandemic traffic volumes, the new Transpo study, "HCM Signalized Intersection Capacity Analysis 11: Mary Gates Memorial Drive/Union Bay Place & Montlake Blvd & NE 45th Street weekday pm peak (Seattle Children's Phase 3), notes that the intersection summary is at 113.6% capacity (gridlocked) with a lost time of 24 seconds and a **Level of Service of H which is the lowest possible set by the standard indicating an intersection is over 109% of its capacity.**

The Growth Management Act also requires a study of the impacted arterials surrounding arterials, and the analysis reveals that both neighborhood arterials of 40th Ave NE, NE 45th Place, and Mary Gates Memorial Drive, and through to SR520 and the NE 45th corridor to I-5 will operate at Level F with delays of up to 30 minutes.

The secondary arterials at Roosevelt, 40th Ave NE have similar degraded LOS from the side-street workarounds from the added traffic.

The narrative on pages 143 and 144, Phase 3 EIS Addendum presents a Table 3.10-7 which only analyzes three blocks surrounding their campus driveway access. The traffic "analysis " information omits the real pipeline impacts that are found in the Transpo study in the Phase 3 EIS, Appendix A, Transportation which offers the comprehensive study of traffic impacts.

D. Parking-Demolition of the existing parking garage and surface level parking will result in greater onsite parking demands during the three-year construction process from 2021-2024. The new north garage is needed to provide more parking for the expansion of services at the Main Campus of SCH, and the increase of parking at the end of new Phase 3 north garage is a net increase of about 527 spaces in 2024. During the next 10 years of construction in the MIMP, SCH must continue to retain, and lease its current 1072 off-site parking spaces to have an adequate parking supply to avoid the spillover parking onto the surrounding residential neighborhood streets. During the Covid-19 pandemic 5 neighborhood streets were removed from residents' use for 6 months and dedicated to hospital staff needs during the emergency. Neighbors supported this conversion on a one-time temporary basis, but also realized that the SCH rigorous off campus, no-parking enforcement, is essential to continue to maintain some liveability in a residential community. The events also underscored the need for more parking on campus for hospital employees as the services also expand in the future phases of the MIMP. Thus, during the prolonged 10-year construction of the MIMP projects, off -site parking programs should be maintained, to avoid spill over into residential streets.

E. TMP- The TMP goal of 30% for the SOV mode was set by the Conditions of approval by City Council in 2010 to meet by the full build out in 2030. With the approval of the MIMP , SCH is required to demonstrate its plan toward meeting that goal before each Phase of the development is approved,

In general, Seattle Children's Hospital has been a model for other institutions to emulate with its numerous options to reduce the SOV rate in the NE corridor, and in Phase 1, SCH built the bicycle connector to the Burke Gilman Trail in advance of its phasing requirements.

The new Surgery Pavilion will no doubt require its patients to primarily arrive and depart in a single occupancy vehicle (SOV) for their safety and a germ-protected transport. The additional SCH employees, however, can be better encouraged to arrive by transit, vanpools, or non-motorized modes.

The EIS Addendum did not note that **the #78 route to SCH has been discontinued** by Metro in March, 2020, and that will affect its transit user options. In 2019 the current employee SOV rate was 33.2 percent rate. With ten more years of expansion underway, SCH will have to create more options and better incentivize employees at all levels to reduce its TMP by 3 percent with a significant amount of development becoming operational. In other words, not only will the percent on non-SOV users have to decrease, but also assume that new employees who may live further away, will also be a 30% maximum SOV users as the services on the campus increase.

F. Plants and Trees The mature and exceptional trees primarily located in the SCH campus surrounding 75-foot buffers provide a natural screen for neighbors to reduce the visual impacts of looking onto a large hospital from the front yard of their homes.

The setbacks and mature tree buffers were a critical condition of the MIMP approval by City Council (item #71 The Council explicitly called out that" the mature, existing trees and vegetation be maintained and preserved".

In addition, the SMC 25.11.050 requires a tree protection report for each phase of the MUP application.

Table 3.12-3 "Revised Summary of Tree Protection and Removal- Phase 3 EIS Addendum"

shows : The total number of Trees and Shrubs	304
Those which will be protected in place	183
Relocated	16
Trees removed	105

In the category of "Exceptional Single Trees" which are Seattle's most mature and largest.:

Total number of exceptional Trees	45
Total number to be removed	45

Further (page 160), it states that "No trees would be protected in place within the anticipated construction limits of Phase 3".

This is not compliant with SMC 25.11 .050, nor is it consistent with the City Council Ordinance #123263 for MIMP condition #11 which is to retain the original site trees.

The mitigation offers vague promises of replacement "in kind" with the same biodiversity and complementary to an SCH planting scheme. However, trees take 15-20 years at least to reach a scale of 20 feet in height to provide similar habitat and screening. Exceptional trees are given that designation precisely because they are exceptional and by definition cannot easily be "replaced" nor can their functions of screening, buffering the harsh look of development on the SCH campus, and providing habitat.

The SCH plan should be revised to avoid the proposed removal of over 100 trees, including 45 exceptional ones. It may cost a bit more and time and budget, but the MIMP and SMC requires a better approach to just bulldozing away its mature trees to say nothing of the visual blight it will leave behind for adjacent neighbors to view. For tree removal that is demonstrated to be absolutely unavoidable, minimum replacement calipers should be required for any significant or exceptional tree removals.

In addition, green "living walls" should be required on the facades that face east on 44th Ave NE, 45th Ave NE , and on the north facade of the parking garage facing NE 50th. This will help create vegetation and buffer the two new buildings which with substantial mass, bulk, and scale will present a jarring prospect to the adjacent residential community. Shrubs should also be planted as appropriate on the roof of the parking garage and mechanical penthouse to reduce headlight and indoor room glare.

G. Light and glare

Construction lighting on the site, even if directed inward is usually bright floodlights for safety and security. That bright lighting will be in place for over 2 years without mitigation.

With the final Phase 3 proposal, the addition of 37 feet of structure plus 15 feet in mechanical height, will create new light and glare issues for residents on the other side of the 75 foot buffer, particularly if the mature, exceptional trees are removed.

EIS Addendum Section 3.9.1.1.2 on Light and Glare proposes a satin reflective finish, but this is also 32% reflective and transmits 42% of inward light to the exterior. It predicts the light would be low and shielded by the mature tree buffer (which is planned to be stripped of its exceptional, mature trees).

The new Surgical building, however, should be treated separately due to its close proximity to neighbors. Planting green walls should be required to reduce the glare along the NE edge.

The expected hours of day and night operations of the Surgery Pavilion information is missing from this EIS Addendum, making it difficult to predict the full light and glare impacts. The report mentions that automatic shades will be included to reduce the emission of interior night glare, and possible screens can be placed. The lights are also planned to be turned off at 11:00 pm, but that is still late, and precludes neighbors from enjoying the Olympic Mountain sunsets and the dark sky from October through late March.

Table 3.9-2 Estimated Shadows shows that the new surgical structure **will cast shadows** across 44th Ave NE and onto NE 50th Street, for the loss of sunlight in the winter period. A lower height would eliminate that impact.

H. Aesthetics

Section 3.9.2.1.1 of the EIS Addendum notes that views from the new Phase 3 development would not be visible, but the new Surgery Building is set closer to neighbors on 44th Ave NE and its roofline would be very visible at 37 feet plus the 15 foot mechanical penthouse. It states that these visual impacts are similar to what was proposed in the FEIS, but the illustration Figure 3.9.3 elevation shows that the heights of the mechanicals impede the view lines throughout the campus looking west.

Table 3.9-6 "Estimated Height, Bulk and Scale Impacts shows that the new Phase 3 will expose one of the buildings from the eastern view (Viewpoint 6). In addition, two stories of the new Surgery building will be visible, and four stories of the North garage will be visible.

SCH should mitigate this impact by excavating another story and lowering the grade so that most of the new structures will be closer to 25 feet in height, rather than the maximum 37 feet. This would require more expense from SCH, but the final result "after all that digging, trucks and dirt in the air" would at least be less impact on the surrounding residences by reducing the visible mass, bulk, and scale of the structure along the SCH northeastern borders.

Finally, the City of Seattle accepted funds in Phase 1 from SCH for transportation improvements that were never done, and the installation of an diversion information sign on NE 45th St which almost never is accurate, and states "Montlake Bridge Open - Traffic Clearing". This is rarely

the scenario, and we ask that SDOT fix this expensive, and useful traffic-directing tool for SCH, and all of the NE corridor users as soon as possible.

Seattle Children's Hospital can perform its important work and simultaneously be a good fit in the neighborhood without imposing harsh impacts on the neighboring community. To accomplish this several steps are necessary:

The first step in proceeding with SCH's revised Phase 3 should be reissuing notices to the public with a new comment period, now that SCH and SDCI have, although in fits and starts, provided baseline documents concerning the proposal.

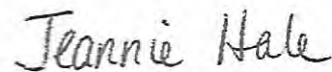
The second step should be preparation and issuance of a Draft Supplemental EIS, rather than continuing reliance on the EIS Addendum, which is inadequate to the task of disclosing and analyzing alternatives, impacts, and mitigation of the current proposal.

At the same time that these steps are taken, it should be acknowledged that the proposal is for nonexempt MIMP amendment requiring rigorous review after full disclosure. The product of these steps should be an improved MIMP that satisfies the concerns raised by the community including in these initial comments submitted by as a party of record.

Thank you for including our initial comments in the review for the Phase 3 project on the Seattle Children's Hospital Main Campus in Laurelhurst,

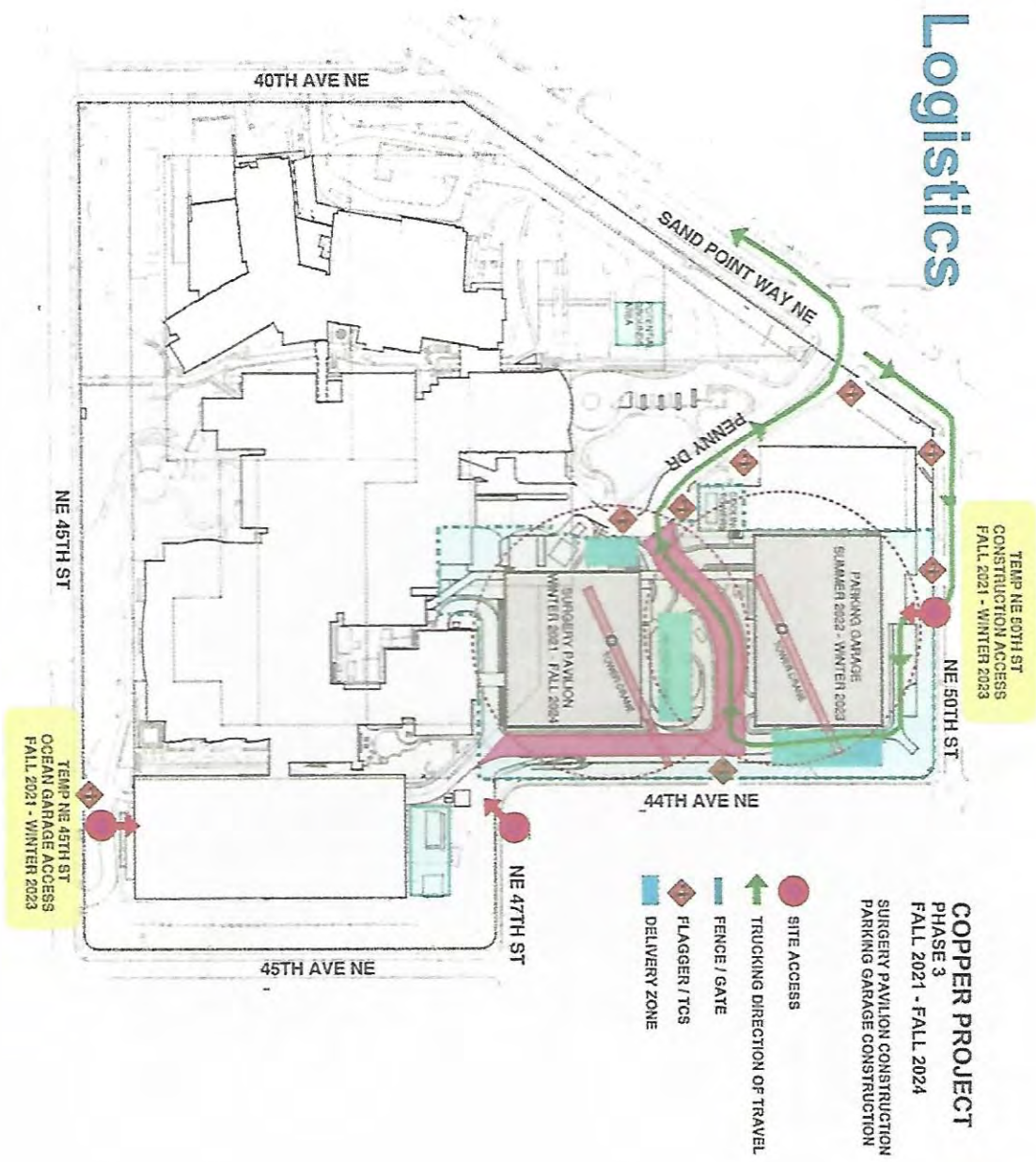


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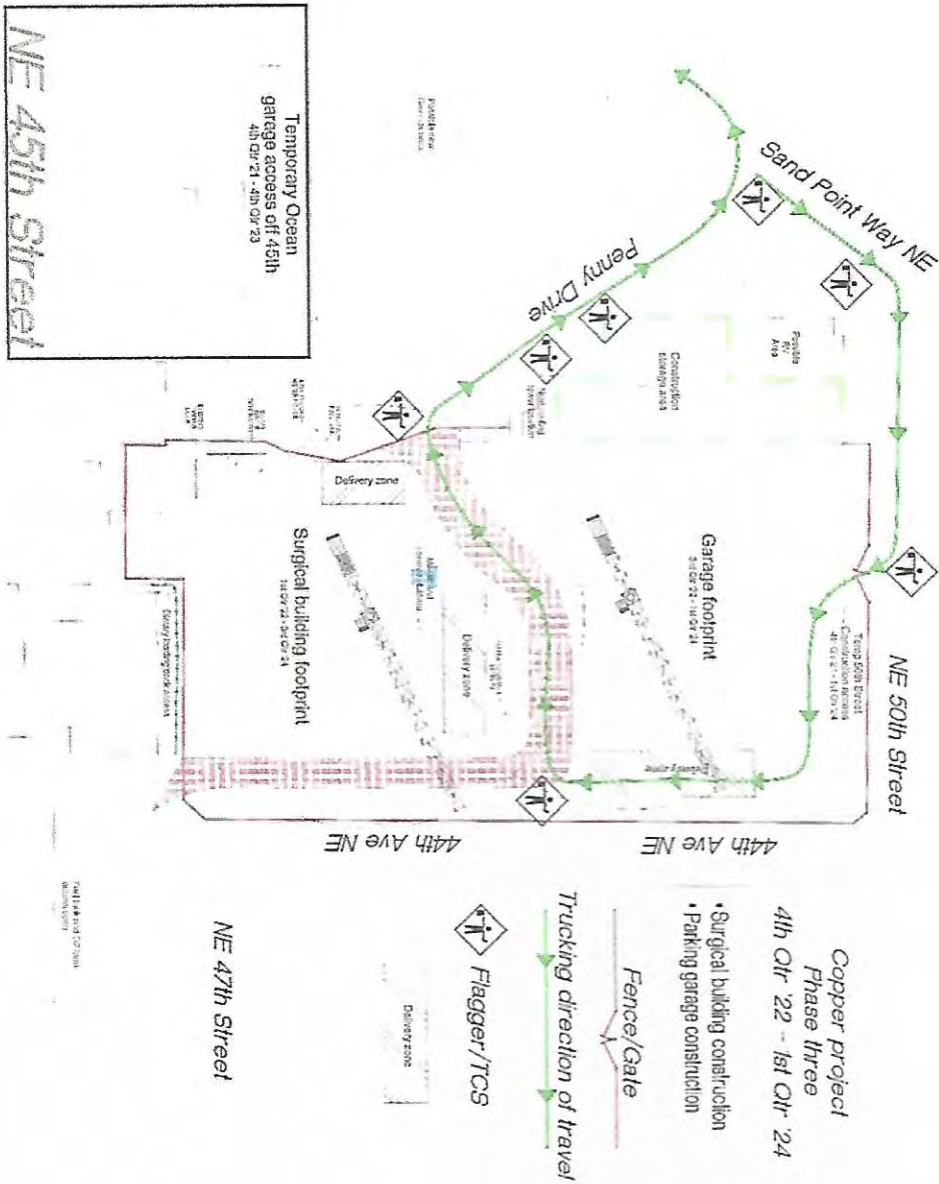
Construction Logistics

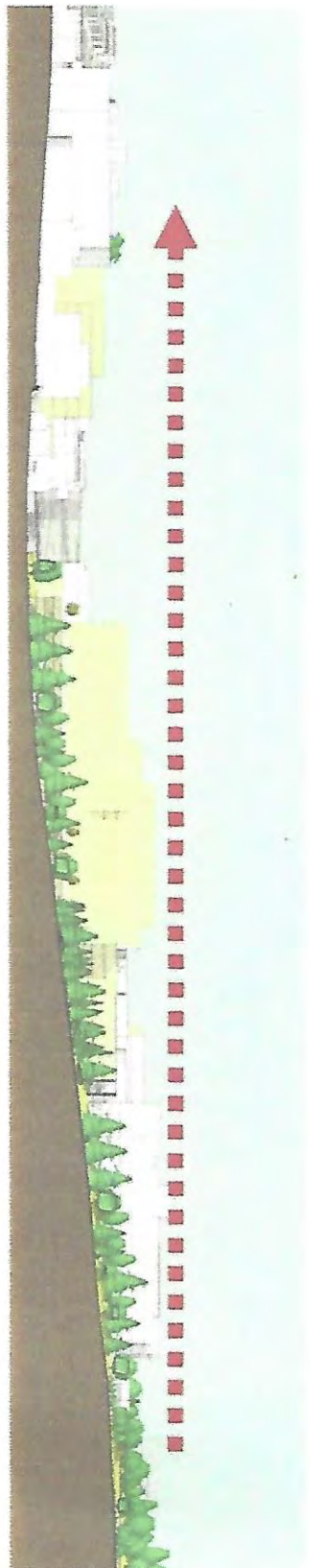


COPPER PROJECT
PHASE 3
FALL 2021 - FALL 2024
SURGERY PAVILION CONSTRUCTION
PARKING GARAGE CONSTRUCTION



Construction Logistics



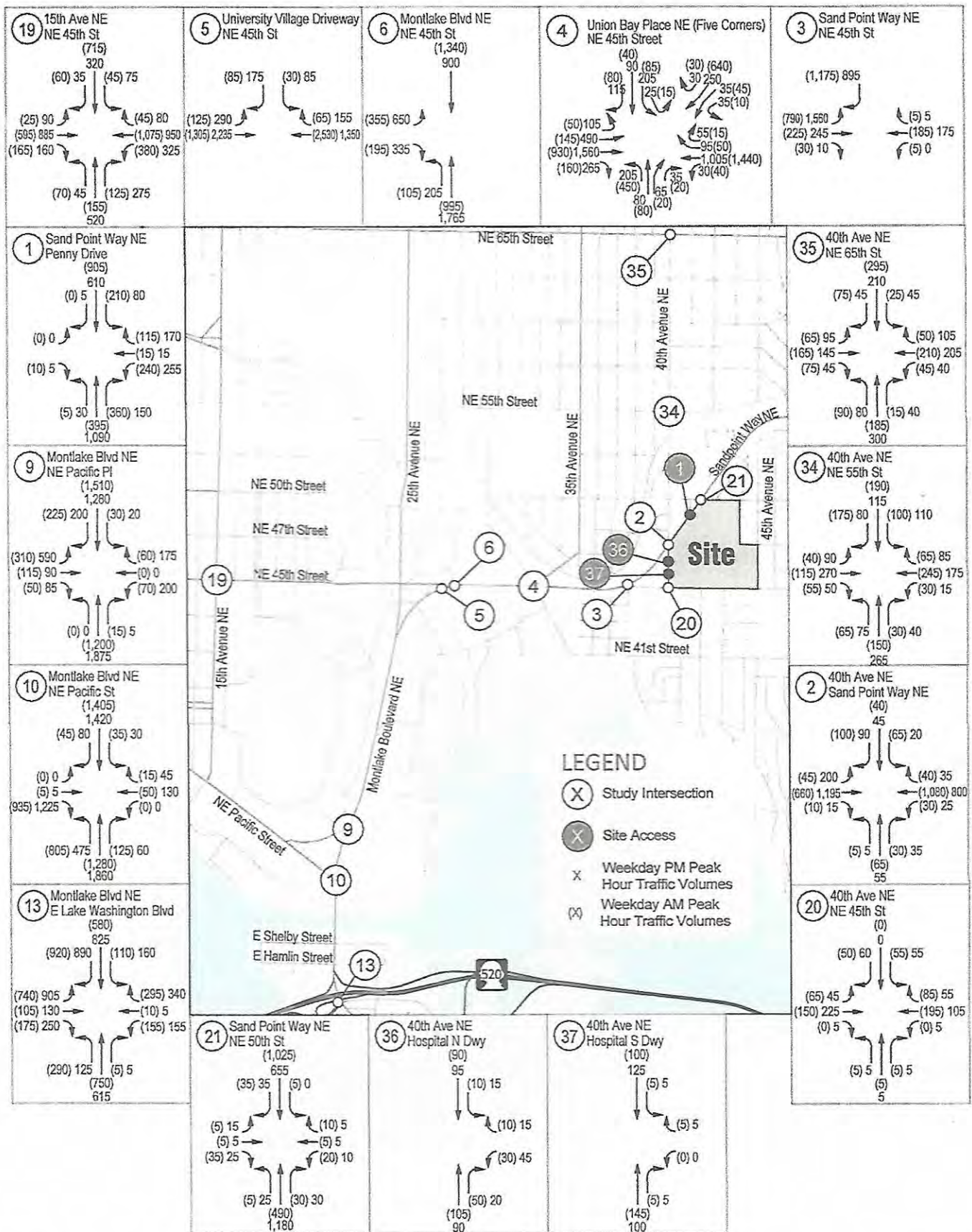


Alternative 7R



Proposed Development

Figure 3.9-3 Elevation Comparison



No Build (2030) Weekday Peak Hour Traffic Volumes

FIGURE

Phase 3

From: John Ellis
To: [PRC](#)
Subject: comments on Master Use Permit (MUP) application (3036201-LU) - Seattle Children's Expansion
Date: Wednesday, September 09, 2020 4:33:35 PM

CAUTION: External Email

Hello,

Our family lives on 45th Ave NE. We would like to comment on the development of both the Surgery Center and new proposed parking Garage to be located on the NE corner of Seattle Children's Hospital property.

We are concerned with the proposed plans and the impact on the 75 foot buffer that is supposed to surround the development; as well as the number of floors above ground of the newly proposed parking garage. In the Seattle Children's master improvement plan it is referenced that "tall" buildings would be developed on the west (lower) side of the SCH property; yet it appears to us that the two new proposed buildings are "tall". There also appears to be a roadway that would travel within the 75 foot green buffer. Additionally, we are confused why so many floors of the proposed parking garage are above ground? The above ground parking should be limited to 1 story and the rest of the spaces located below ground. This would ensure less noise and visible building structure for many of the residents located in the neighborhood while also seemingly matching the look and feel of the natural campus.

Thank you,

John & Elizabeth Ellis
4747 45th Ave NE, Seattle, WA 98105

From: Garrett Holbrook
To: PRC
Subject: Comment on permit 3036201-LU
Date: Wednesday, September 09, 2020 4:44:46 PM

CAUTION: External Email

Dear SDCI permit review team,

I would like to submit a comment on permit application 3036201-LU. First, I would like to express my support for the mission and needs of Seattle Children's Hospital. I understand the important role they play in our region and I am happy to have them as a neighbor. But I have some serious concerns about the proposed project.

Finding the information necessary to understand this proposal was quite challenging. The billboard signs are not at all informative and the files sizes and commuting power necessary to open them is exceptionally limiting. The ability to properly review these for impacts was challenging for me, and I have the tools and professional skills to do so. Anyone who does not would likely have run into serious challenges. I would hope that the comment period be extended and more accessible documentation be provided to the public.

My principal design concern is with a large expansion of parking spaces. I believe strongly that Children's should work to reduce the number of passenger car parking spaces needed on their site. Outside of those needed for patients and families, they should redouble their efforts to reduce the impact of car trips. In 2020 with lofty carbon reduction goals, the city should not easily permit the addition of a large number of parking spaces just as new mass transit comes to this neighborhood.

This would give them greater site flexibility, and perhaps they wouldn't need such a massive building in what is a growing multi-family and residential neighborhood. Their buildings are out of scale to even the largest multi-family units in the neighborhood. Their proposal also appears to encroach on the required buffers. A road is simply not a buffer, no matter how you describe it.

Thank you for your consideration.

Best,

Garrett Holbrook

4736 45th Ave NE

Seattle, WA 98105

From: Susan Murdoch
To: [PRC](#)
Subject: Seattle Children's Hospital Expansion project #3036201-LU
Date: Wednesday, September 09, 2020 4:02:07 PM
Attachments: [Seattle Children's Hospital Expansion Phase 3 Comments.docx](#)

CAUTION: External Email

I am writing with concerns about the Seattle Children's Hospital Expansion plans for phase 3, project #3036201-LU.

This expansion involves a new above ground parking garage and surgery pavilion. I think the scope of the project is too large in terms of land use and the heights are excessive. The garage should be underground with 1 story at ground level.

A park/garden on top of this level would be acceptable for visitors and kids to have access to. The buildings should be moved downhill towards Sandpoint Way as much as possible.

The proposed building area presently extend from Penny Lane on the south side, bordered by Sandpoint Way to the west, NE 50th St to the north and 44th Ave to the east so that most of the property will be covered with buildings or roads. There is supposed to be a 75 ft setback that should be greenway but it appears that there will be a road along this stretch on the 44th St side (east side).

(The diagram on the billboard on 44th Ave NE is completely unclear and gives no information what so ever about the actual location of the new buildings or planned roadways and my information for this was obtained from the Laurelhurst Community Club).

The height that is listed will affect beautiful mountain views for houses on the east side and the increased noise of the mechanical systems will add to the noise from the hospital already present from helicopters, mechanical systems, parking lot cleaning projects, garbage trucks etc...

We live on 45th Ave NE and have been present through various stages of construction. When the Whale parking lot on the east side was built we were subjected to months and months of noise, trucks barreling down our street and traffic congestion on our street and on NE 45th St.

With the next stage of construction, after a long hard fight to protect our neighborhood, Seattle Children's Hospital compromised and built downhill, buying and building on the Laurelon condominium complex land. Construction was kept downhill and it appeared that the hospital really respected our concerns and our need to live in a peaceful community and neighborhood. This was a very good compromise and well appreciated and we had minimal disturbances from the construction. But getting to this stage was far from easy as the public relations department at the hospital developed a "Friends of Children's" campaign meant to malign anyway who objected the expansion of the hospital as proposed. The disagreement also involved a court case with the hospital administration and lawyers using patients as props to push for the need of approval of their specific design. Fortunately it all ended with a decent compromise as mentioned.

I hope that a reasonable compromise can be reached on the next phase without the previous contentions and complications, with a compromise including an underground parking garage, keeping heights as low as possible, building downhill rather than near 44thAve NE and maintaining the 75' greenway as green space.

I wish I didn't have to note that this has nothing to do with the wonderful work done by the health care workers at the hospital but I feel it is necessary given what happened when we objected to the initial designs of the previous phase.

To be clear, Seattle Children's Hospital has provided wonderful care for my children. My son has autism and has had weekly speech therapy for 14 years with an incredible and affective speech therapist at the hospital. He sees an excellent neurologist at the Autism Center and he also learned to overcome his fear of water and learn to swim at the Therapy Pool. My children have had surgery at the hospital and we have dashed there with fevers. We donate yearly to support the hospital.

But none of this has anything to do with the need to compromise on the plans put forward by the hospital for the next stage of expansion, in order to ensure that our neighborhood remains livable and remains a peaceful, green community.

Sincerely
Sue Murdoch
4721 45th Ave NE
Seattle 98105
Sept 9, 2020

attached is a copy of this letter

--
Susan J. Murdoch

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This expansion involves a new above ground parking garage and surgery pavilion. I think the scope of the project is too large in terms of land use and the heights are excessive. The garage should be underground with 1 story at ground level. A park/garden on top of this level would be acceptable for visitors and kids to have access to. The buildings should be moved downhill towards Sandpoint Way as much as possible.

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But none of this has anything to do with the need to compromise on the plans put forward by the hospital for the next stage of expansion, in order to ensure that our neighborhood remains livable and remains a peaceful, green community.

Sincerely
Sue Murdoch
Sept 9, 2020

September 14, 2020

VIA EMAIL and US MAIL

Colin Vasquez
Senior Land Use Planner
Seattle Department of Construction and Inspections
700 Fifth Avenue # 2000
Seattle, WA 98104

RE: Children's Hospital Record No. 3036201-LU

Dear Mr. Vasquez:

On August 26, 2020, we submitted a comment letter regarding Children's Hospital Record No. 3036201-LU. The issues raised in the August 26th letter focused on the MUP application submitted by Children's Hospital (the "Hospital"). At that time, we did not have access to the Addendum for the project and so we were unable to comment on the Addendum.

We have recently obtained a copy of the Addendum. We understand that the Department of Construction and Inspections ("DCI") will continue to accept comments on the Addendum. Letter from Peter Eglick to DCI, September 9, 2020. Since the Addendum was not available in a timely manner, we would like to raise several questions related to compliance with the State Environmental Policy Act ("SEPA").

I. Is it appropriate for the Hospital to prepare an Addendum for the Copper Pavilion and the Copper Garage Project?

Per the Washington Administrative Code, "(1) An addendum shall clearly identify the proposal for which it is written and the environmental document it adds to or modifies."
WAC 197-11-625.

The SEPA Handbook provides insight on how addenda are intended to function. "When the additional information is minor and does not involve the analysis of new significant impacts, an addendum may be issued." State Environmental Policy Act Handbook, Washington State Department of Ecology, 2018 Updates, Pages 41-2.

However, where the underlying proposal is amended in a manner that creates new significant adverse impacts, the SEPA Handbook directs the use of a Supplemental Environmental Impact Statement ("SEIS").

"A supplemental EIS adds information and analysis to supplement the information in a previous EIS. It may address new alternatives, new areas of likely significant adverse

impact, or add additional analysis to areas not adequately addressed in the original document.

There are several situations when a supplemental EIS is appropriate:

- The proposal has changed and is likely to cause new or increased significant adverse environmental impacts that **were not evaluated** in the original EIS.
- **New information becomes available indicating new or increased significant environmental impacts are likely....**

State Environmental Policy Act Handbook, Washington State Department of Ecology, 2018 Updates, Pages 41-2 (emphasis added). Numerous decision-making entities have taken notice of the SEPA Handbook.

Several elements of the Hospital's proposal generates "**new areas of likely significant adverse impact**" and requires "**additional analysis to areas not adequately addressed in the original EIS**" prepared for the 2010 MIMP. State Environmental Policy Act Handbook, Washington State Department of Ecology, 2018 Updates, Pages 41-2 (emphasis added). Based on the significant adverse environmental impacts identified in the letter submitted by the Laurelhurst Community Club on September 9, 2020, and the potential significant adverse environmental impacts outlined in this letter, a draft and final SEIS should be prepared.

II. Does the Addendum analyze the significant adverse environmental impacts of the new road and/or the major reconfiguration of the existing road?

The 2008 EIS prepared for the 2010 MIMP discussed the redesign of Penny Drive and the impacts of the MIMP on the internal circulation system. However, the 2008 EIS does not analyze the impacts of a new perimeter road that would need to be built as a part of Children's Hospital Record No. 3036201-LU.

It is telling that in the entire 2020 Addendum, there is only one reference to the construction of the new road.

"The proposed Phase 3 would include 75-foot landscaped buffers along the northern and eastern edges of the campus, along NE 50th and 44th Avenue NE, except where the Penny Drive Realignment and **North Garage access drive** parallels 44th Avenue NE and NE 50th Street within the 75-foot setback area."

Addendum, page 43 (emphasis added).

Exhibit A shows the Hospital's proposed site plan for phase 3. However, the site plan does not name the road that would run parallel to 44th Avenue NE, from the south (the road connected to the rectangle designated as "Parking" on the southeast corner) to the north (the road adjacent to Copper Parking).

Site Plan

PRELIMINARY SITE PLAN - PHASE 3

- PUBLIC ENTRANCE
- STAFF ENTRANCE
- BUS STOP
- SHUTTLE DROP OFF
- PARKING ENTRANCE
- BUS ROUTE
- BICYCLE ROUTE
- SHUTTLE ROUTE
- PROPERTY LINES

Realignment and regrading of east part of Penny Dr.

New parking Garage

New Surgery Pavilion

Intersection improvements at SPW and Penny Drive



Exhibit A: Hospital’s PowerPoint slide from the August 31st CAC meeting

Site Plan

PRELIMINARY SITE PLAN - PHASE 3

- PUBLIC ENTRANCE
- STAFF ENTRANCE
- BUS STOP
- SHUTTLE DROP OFF
- PARKING ENTRANCE
- BUS ROUTE
- BICYCLE ROUTE
- SHUTTLE ROUTE
- PROPERTY LINES

Realignment and regrading of east part of Penny Dr.

New parking Garage

New Surgery Pavilion

Intersection improvements at SPW and Penny Drive



Exhibit B: Author’s depiction of the approximate location of the existing Penny Drive (in red), the North Garage access drive, and the Ocean Garage (labeled “Parking”)

The approximate location of Penny Drive -- built per the 2010 MIMP -- is shown in red in Exhibit B. The proposed new location of Penny Drive is shown by the use of black dotted lines. Visitors would enter the Hospital campus via Penny Drive and drive uphill. Penny Drive would curve northeast between the proposed Surgery Pavilion and the proposed Copper Parking lot. Then visitors using the Parking Garage located on the southeast corner of the campus (currently named the Ocean Garage) would hit a T intersection. Visitors would then turn right and head southbound, along the "North Garage access drive" to enter the Ocean Garage. A more accurate description of the road should be the "Ocean Garage access drive."

Although the road is not labeled on the Hospital's MUP application or in the PowerPoint slides and although it is not referenced (except on page 43 of the Addendum), the North Garage access drive is a two-lane road located within the 75 feet setback. This new parameter road would be built at the highest part of the Hospital's property -- at the eastern board of campus. The road would run adjacent to 44th Ave NE and the single-family homes on that street.

In other documents submitted by the Hospital, this new road is called "Lot 4 Access Road" or the "realignment and regrading" of "Penny Drive."¹ Note that the reference to the realignment of the "eastern part of Penny Dr." does not conform to the location of Penny Drive since Penny Drive does not have an "eastern part" in the approved MIMP. See Exhibit A, notation in the middle left hand side of the page.

The 2010 MIMP clearly identifies the internal campus circulation routes. "Penny Drive will continue to distribute vehicles to the north parking areas, entry points and loading docks. The roadway has two through-lanes with a two-way center turn lane and 10-mph speed limit. At-grade crosswalks are located along Penny Drive, connecting the parking and campus facilities areas to the north with the primary hospital areas to the south." 2010 MIMP, Page 80. The description of Penny Drive in the approved MIMP bears no relationship to the proposed new perimeter road. It is not a "realignment" of Penny Drive -- the MUP is proposing an entirely new road network.

Whatever this new eastern road is called, none of the analysis in the 2008 EIS or in the 2020 Addendum addresses the significant adverse environmental impacts of the North Garage access drive/Ocean Garage access drive on the surrounding neighborhood. Per the 2010 MIMP, the Ocean garage has 608 parking spaces in three levels. 2010 MIMP, page 80. The cars are not parked in the spaces for eight hour per day, but visitors drive into the garage and out of the garage based on the duration of the appointment. So the Hospital should be required to study the number of cars entering and exiting this garage on an hourly basis. The traffic and other environmental impacts (including but not limited to noise, light, glare, air, and visual impacts (daytime and nighttime)) should also be analyzed in a similar fashion. (In analyzing the significant adverse impacts, the impacts of the new Surgery Building including the additional 15

¹ There is some inconsistency between the MUP application and the Addendum. Drawing A1.03 in the MUP set labels this road "Lot 4 Access Road" in the segment adjacent to the Copper Parking Garage. However, the same road is labeled "Penny Drive" when the two-lane road is running south to north adjacent to the Surgery Pavilion. At the end of the day, whether this new road is called the North Garage access drive, Lot 4 Access Road, or Penny Drive, the significant adverse environmental impacts of this new road on the residents in vicinity have not been analyzed.

feet allocated for the mechanical penthouse should also be considered) If the perimeter road is built, a number of single-family homes will have living rooms, dining rooms, and bedrooms facing the North Garage access drive/Ocean Garage access drive and the new Surgery Pavilion. The SEIS should analyze how these single-family residential dwelling units will be affected by the new trips entering and leaving the Ocean Garage. It should also propose mitigation measures -- including a potential reconfiguration of the new Ocean Garage access drive -- to reduce impacts on the adjacent neighborhood.

III. Other SEPA issues requiring analysis:

The impacts of building the Surgery Pavilion on the residential neighborhood should be analyzed more closely since the construction noise exceeds the City's noise ordinance and these impacts will be both "temporary" and permanent in duration.

Other elements associated with the siting of the Surgery Pavilion reflect a failure to analyze the significant adverse environmental impacts of the proposal. The decision to build the Surgery Pavilion at the highest point on the Hospital's campus has not been analyzed under SEPA.

In the approved 2010 MIMP, the Hospital stated that the decision to site the Hospital expansion project on the "downhill" part of the site was an "**extraordinary mitigation measure to reduce the impact of the expansion on neighbors.**" 2010 MIMP, page 9

If the acquisition of the Laurelon site was a part of the comprehensive 2010 strategy to mitigate the impacts of the Hospital on the neighborhood, the Hospital cannot unilaterally change that mitigation strategy unless it identifies a new and different strategy that will mitigate the impacts in a comparable manner. An alternative strategy could be incorporated into a MIMP amendment. To date, no such strategy has been proposed. Therefore, we assume that the 2010 mitigation measures and the adopted conditions of the 2010 MIMP are the applicable development standards governing the Hospital's proposal. Below please find a summary of the Hospital's mitigation strategy and a critical component of the 2010 MIMP to move "future hospital facilities" downhill.

- A. "Children's Master Plan... carefully balances the urgent need for additional capacity at the hospital with innovative programs and plans that respond to community concerns. Children's commitment to purchase Laurelon Terrace, thus **moving the bulk of its expansion "downhill"** and adjacent to the Sand Point Way NE arterial and refining the proposed development through transitional heights and building setbacks, represented an **extraordinary mitigation measure to reduce the impact of the expansion on neighbors.**" 2010 MIMP, page 9 (emphasis added).
- B. "The Master Plan allows Children's to... place the majority of new development on the Laurelon Terrace site...2010 MIMP, page 9.

- C. “Campus Development Program... Under the Master Plan, the existing hospital campus will be expanded to the Laurelon Terrace site for future hospital facilities.” 2010 MIMP, page 19 (emphasis added).
- D. “The Master Plan will primarily utilize the lower elevations of the expanded campus for new development.... The majority of the new buildings will be located on the lowest areas of the expanded hospital campus and closest to Sand Point Way NE and 40th Avenue NE on Laurelon Terrace. 2010 MIMP, page 42.

If the Hospital is seeking to amend the development program adopted by the Seattle City Council, it should apply for an amendment to the MIMP, accompanied by a draft and final SEIS.

Under SMC 23.69.035, “Minor Amendments. A proposed change to an adopted master plan shall be considered and approved as a minor amendment when it is not an exempt change according to subsection B of this section, when it is consistent with the original intent of the adopted master plan, and when it meets at least one of the following criteria:

1. The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or
2. The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located;....” (emphasis added)

The points discussed in this letter support the need for additional environmental analysis of the proposal and a reexamination of the development conditions set forth in the 2010 MIMP.

Children’s Hospital Record No. 3036201-LU **does the following:** 1) result in a “significantly greater impact;” 2) is “materially detrimental to the public welfare,” and 3) “injurious to the property (owners) in the vicinity” of the Hospital. These factors trigger the need for a MIMP amendment.

DCI should address three key questions:

1. Is the 2010 Addendum appropriate since there are “new areas of likely significant adverse impact” and since the impacts requires “additional analysis to areas not adequately addressed in the original EIS” prepared for the 2010 MIMP? State Environmental Policy Act Handbook, Washington State Department of Ecology, 2018 Updates, Pages 41-2.
2. Should the Hospital be required to prepare a draft SEIS?
3. Since the MUP is not consistent with the 2010 MIMP and will result in “significantly greater impacts” and the proposal will be “materially detrimental to the public welfare

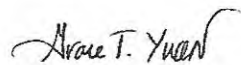
and injurious to the property,” should the Hospital initiate the process for a MIMP amendment? SMC 23.69.035.

We would also ask that the issues identified and the references to the 2010 MIMP that support the need for an SEIS be incorporated into the ongoing discussions regarding the need for a MIMP amendment for this project.

Finally, we request that DCI incorporate the attached public comments we submitted on August 30, 2020, into the record.

Thank you.

Sincerely,



Grace T. Yuan
4714 44th Ave NE
Seattle WA 98105
Graceyuan6@gmail.com

Attachment

PRC

From: Pat Chaney <patti.chaney@gmail.com>
Sent: Monday, September 14, 2020 6:31 PM
To: PRC
Subject: Re: Enough is Enough!

CAUTION: External Email

Dear PRC,

The project that is the subject of my email below is Seattle Department of Construction and Inspection Project #3036201-LU. This is Phase 3 of SCH Major Institution Master Plan named the Copper Project.

Thank you for asking for the clarification. Here is my previous email:

Dear SCH,

I have always been a huge fan of the hospital and been a member of a large Children's Guild organization for many years. Now I am questioning my loyalty.

I live in Laurelhurst and am greatly impacted by the traffic, noise and especially helicopters. This phase 3 is a step too far. When is enough enough? Your financial decisions must be yielding huge amounts of money to spend on burgeoning expansion. Why must so much of the regions children's hospital care happen on this campus??

Please cut back your plans in height of buildings, access to 45th, size of garage, etc.

Pat Chaney
206 601-8109

On Mon, Sep 14, 2020 at 3:35 PM PRC <PRC@seattle.gov> wrote:

Hello,

Please provide a project number or address. Multiple projects can be under review at one site, like a hospital, so we are unable to guess which one you are referring to.

Thank you,



Public Resource Center

Land Use Division

City of Seattle [Department of Construction and Inspections](#)

From: Pat Chaney <patti.chaney@gmail.com>
Sent: Thursday, September 10, 2020 5:41 PM
To: PRC <PRC@seattle.gov>
Subject: Enough is Enough!

CAUTION: External Email

Dear SCH,

I have always been a huge fan of the hospital and been a member of a large Children's Guild organization for many years. Now I am questioning my loyalty.

I live in Laurelhurst and am greatly impacted by the traffic, noise and especially helicopters. This phase 3 is a step too far. When is enough enough? Your financial decisions must be yielding huge amounts of money to spend on burgeoning expansion. Why must so much of the regions children's hospital care happen on this campus??

Please cut back your plans in height of buildings, access to 45th, size of garage, etc.

Pat Chaney

206 601-8109

PRC

From: Evan Johnson <evanj@windermere.com>
Sent: Friday, September 11, 2020 9:08 AM
To: PRC
Subject: Help minimize Neighborhood impacts Master Use Permit 3036201-LU

CAUTION: External Email

While noble in its purpose, Seattle Children's Hospital construction needs to be reigned in to mitigate neighborhood impact.

Evan Johnson | Branch Manager



WINDERMERE REAL ESTATE GH LLC

210 5th Ave S, #102
Edmonds, WA 98020
O.425-672-1118

LIFE IS BETTER WHEN YOU
LOVE WHERE YOU LIVE

PRC

From: Patrick Bullard <pnbullard@gmail.com>
Sent: Thursday, September 10, 2020 5:37 PM
To: PRC
Subject: Permit 3036201-LU - SCH

CAUTION: External Email

Hi,

I would like to submit comments in regards to the proposed SCH Surgery Pavilion & Garage development.

1. I support SCH and am proud to be their neighbor.
2. I am concerned that this large building is sited at the highest elevation of the site which would be in conflict with the Master Plan and other understandings.
3. I am concerned that not enough will be done to mitigate the significant externalities such a large project will create. I am most concerned about light pollution and sound pollution.
4. I don't like to see new parking garages go up, especially those above ground level.
5. I would like to strongly encourage the planners to splurge on natural/native landscaping including many many large trees. This would be a win-win-win, for neighbors, hospital employees, and most importantly, for patients!

Thanks,

Patrick
4186 42nd Ave NE, Seattle, WA 98105

PRC

From: Peter Andersen <pandersenupc@gmail.com>
Sent: Monday, September 14, 2020 9:19 PM
To: PRC; Sheehan, Maureen
Subject: Project No 3036201-LU

CAUTION: External Email

Let me begin by noting that the Hospital personally contacted the immediate neighbors prior to the beginning of phase one and a spirit of cooperation resulted in compromised modest improvements to 44th Avenue NE. I recognize the city required the contact and the Hospital getting agreement from the residents before they would release the building permit for the expansion. What was communicated to the neighbors was a desire to be 'good neighbors' and that was appreciated. The residents reciprocated by accepting a less expensive frontage improvement that helped ensure a full landscape buffer on the west side of 44th Avenue NE. We hope that the same neighborly spirit prevails during Phase 3.

After reviewing the plans released last week I would like to express several concerns:

1. During Phase 1 we were assured there would be a continuous solid landscape buffer that would be regularly maintained along the west side of 44th Avenue NE. There are now several gaping openings in the "buffer" with sparse trees and groundcover. Please assure the residents that these gaps will be filled in with shrubs and trees matching the overall height of all phase 3 buildings. Please increase maintenance at least to the level of maintaining the full width of the sidewalk free from branches, tree droppings (fruit/seed pods/etc.) At this time walking on the sidewalk covers the bottom of shoes with debris. Pushing carts, strollers, walkers through the debris can be a challenge.
 2. During Phase 1 residents were assured that the "no parking" regulation would be maintained along the west side of 44th Avenue NE. The no parking signs have vanished and vehicles are beginning to fill the street.
 3. Please send me a copy of the traffic report showing the increased traffic from construction vehicles, hospital employees, visitors, etc. expected during the years of proposed construction. Once the construction entrances on NE 50th street and NE 45th street are created there will be significant congestion on both streets blocking 2 of the 5 access/egress paths from the neighborhood north of NE 45th Street. Note that NE 50th Street and 44th Avenue NE (north of NE 50th Street) have effectively become one lane roads with traffic being restricted to one direction due to the parked vehicles on both sides of the street.
 4. I expect that the city noise ordinances regarding hours and noise levels will be strictly adhered to:
"If your construction and maintenance activities are within multifamily and neighborhood commercial zones (Lowrise, Midrise, Highrise, Residential Commercial and Neighborhood Commercial) you can work:
 - 7:00 a.m. - 7:00 p.m., weekdays
 - 9:00 a.m. - 7:00 p.m., weekends and legal holidays*Your impact construction work (pile driving, jackhammers, etc.) is limited to:
 - 8:00 a.m. - 5:00 p.m., weekdays
 - 9:00 a.m. - 5:00 p.m., weekends and legal holidays"
5. Obviously the residents to the east of the proposed Phase 3 would prefer the building heights be lowered. At a minimum, putting the garage building into the ground one or two additional levels would show some 'good faith' to the neighbors who have watched the facility expand well beyond what anyone would have expected when they purchased their homes.
6. What compensation are you proposing to the immediate neighbors who will continue to be impacted by continued construction?

Peter & Helen Andersen, 4724 44th Ave NE. 206.795.2352



Jodi J Patterson-O'Hare
 17479 7th Ave Sw
 Normandy Park, WA 98166

Re: Project #3036201-LU

Correction Notice #1

Review Type TREE
Project Address 4800 SAND POINT WAY NE
 SEATTLE, WA 98105
Contact Email JODI@PERMITCNW.COM
SDCI Reviewer Arthur J Pederson
Reviewer Phone (206) 684-0638
Reviewer Email art.pederson@seattle.gov
Owner Childrens Healthcare System

Date September 22, 2020
Contact Phone (425) 681-4718

Address Seattle Department of Construction and
 Inspections
 700 Fifth Ave
 Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Ms. Patterson:

In order to move this application forward for its second Standing Advisory Committee meeting I am providing these brief comments.

A tree inventory for the entire campus was provided in the plan set on the Boundary and Topographic Survey by BRH (Sheet 5 of 5). A (draft) tree report was provided by Tree Solutions, dated May 5, 2020. The report noted that 304 trees were inventoried on the site(s) of the proposed surgery pavilion and parking structure, 45 of which are exceptional per DR 16-2008. However, the report provided no inventory or mapping of those trees.

If the "Tree Table" on Sheet 5 is from Tree Solutions, please identify it as such. While surveyor tree inventories are helpful for tree location they are often inaccurate for species identification or size when a measurement is not done by the simple DSH method for flat level ground and a single trunked tree.

In the plan set provide a sheet with the trees on the site of proposed construction (and related impacts), numbered using one numbering system, identified as to remain or to be removed.

If any exceptional trees are to be removed provide an explanation on why this is necessary or preferred. This basis and analysis will likely rest largely on the MIMP since the criteria for tree removal in 25.11.060 for Single Family zones is a imperfect fit. Work with your Land Use Planner on this.

Ultimately, any tree >24" or exceptional tree removed will need to be replaced on site with another tree that will provide similar canopy coverage at maturity (25.11.090). The site design must therefore accommodate a tree at eventual maturity, not just the size at the time of planting. This requirement might be modified through the MIMP/LU review process.

Trees to be retained must have adequate protection measures during construction. This should be considered throughout MUP review and will be required with the building permit submittals.

Applicant Instructions

You will not be able to upload corrected plans until all reviews are completed and the project's review status is "Corrections Required".

***** Respond by providing a written response to each correction AND identify changes to drawings since initial review. *****

Drawings shall be **legible**, with sheets **oriented correctly**, on an appropriate **sheet size**, with all revisions/changes **clouded or circled**, with **no missing sheets**, and uploaded in a **single PDF file**.

Link for detailed steps: "[How to Respond to a Correction Notice](#)". If the 3-step process outlined in this document is not followed, your response could be **rejected**, permit issuance could be **delayed**, and **penalty fees** could be assessed.

Codes Reviewed

This project has been reviewed for conformance with the applicable development standards of the Land Use Code.

From: [Andy Aupperlee](#)
To: [PRC](#)
Subject: New comments for Project Number: 3036201-LU
Date: Tuesday, September 22, 2020 9:46:21 AM

CAUTION: External Email

Project Number: 3036201-LU
4800 Sand Point Way NE

Hello,

I am a homeowner on 44th Ave NE, very close to the proposed Phase 3 "Project Copper." I originally submitted comments before the 8/26 deadline, however I have updated comments to add since reviewing the additional documents posted on 8/31. My wife and I closed on our home on 44th Ave NE earlier this summer, and reviewing the MIMP was certainly part of our due diligence prior to purchasing. Unfortunately, we became quite distressed when Project Copper, which is significantly different than what is in the 2010 MIMP, was revealed and the full extent of the impact to the neighborhood was made clear.

First, there seem to be major problems with how SDCI noticed and took comments for this project. The public notices state a deadline of 8/26, however not all the appropriate public disclosures were made until 8/31, the same day as the Standing Advisory Committee meeting to discuss the project among all stakeholders (SCH, SDCI and LCC). LCC asked for an extension of comments by two weeks after docs were made available, and SDCI only extended to 9/9. SDCI did not amend the signs posted around the properties or do anything else to let the public know the comment period was extended. I was only able to understand new documents and an extended comment period were available by reading local blogs. Given that I walk by several of the construction notice signs every day, this is frustrating. I am concerned that my fellow neighbors did not have the appropriate notice, disclosures or opportunity to understand the impact of Project Copper. To remedy this, SDCI should re-notice the project with a refreshed comment period.

Overall, it is disheartening to see that SCH has chosen to ignore their own design guidelines. Given the impacts of Phase 3, it is hard to see how the surgery pavilion and garage will meet the following: "The hospital campus should relate to and feel integrated with the surrounding residential areas." When viewing MIMP Viewpoint 6, it is clear SCH does not achieve reduction of "bulk and scale of facilities through transitional heights and building setbacks" as the new surgery pavilion and garage will be clearly visible from the street level. The obtrusiveness of these facilities becomes even more pronounced when considering the elevation of the first and second stories of the residences along 44th Ave NE and 45 Ave NE. The proximity, height and scale of the buildings relative to the surrounding neighborhood present several concerns, both during construction and when finished, that must be addressed by SCH and SDCI.

Summary of Concerns

Excavation is up +7% from the MIMP, or 6500 more cubic yards, and that this excavation is much closer to residences than originally planned than in the MIMP. This will have a big impact to the front yards of the residences on 44th Ave NE during construction. Covid-19 has forced us all to spend more time at home, and many of us will be required to work from our

homes through much of 2021. We have also had to make alternate childcare arrangements during the pandemic, which for many means in home care. Noisy and dusty construction in such close proximity to the residential neighbors will be disruptive, if not damaging to the health of those that live here. We have two young daughters under the age of 3, and I am very concerned that the construction plans for Phase 3 will have an adverse impact on their health. Please use encapsulated removal to mitigate impacts. Of particular concern is that the excavation and demolition will create noise levels above 80 db for 6 months.

After completion of construction, the ongoing noise from the completed surgery center HVAC systems on the roof will be 55 db, which is enough to cause long term health impacts for residences on 44th and 45th. Please reduce noise to be 45 db or less during day and night.

The 75' setbacks in the MIMP were a critical condition to maintain mature tree buffers around the campus. When looking at the plans for the North Garage, it appears that approximately half of the 75' setback on the north and east edge of campus will be covered by a road. A paved roadway does not seem to comport with the purpose or benefit of the setback as described in the MIMP. SCH should institute a 75' "all green" setback given the residential borders of the campus on the east and north.

Phase III will require the removal of 105 out of 304 trees surrounding the campus. It also notes that in the category of "Exceptional Single Trees," which are Seattle's most mature and largest, 45 of 45 will be removed. Given how critical trees are as a barrier, and these exceptional single trees require a decade or more to replace, SCH should protect all exceptional single trees on the campus and seek to preserve as many of the 105 slated for removal. SCH should also require living walls placed on the eastern and northern walls of the buildings. Shrubs and greenery should be planted on the roofs of the buildings as well.

The existing plans to control light and glare are inadequate to reduce the impact on neighboring houses. The Phase 3 plan says that it will rely on mature trees to shield light and glare, however this same plan says all of these trees will be removed, further underscoring the need to retain the Exceptional Single Trees and establish 100% green 75' setbacks. The top floor of the garage will be a giant lit surface, which will easily be viewable from the second floors of homes on 44th and 45th Ave. Light pollution from the interior is planned to be controlled by automatic shades, and all lights off by 11 PM each evening. 11 PM is too late to mitigate impacts for neighborhood residences, especially during the winter months when dark starts early in the evening. Of additional concern is that the surgical building will cast shadows onto 44th Ave NE during the winter and block Olympic Mountain sunsets. Excavating an additional story below grade, keeping building heights a story below MIO, and ensuring a 100% green 75' setback with existing mature trees should substantially reduce the harmful impacts of the lighting and glare present in Phase 3.

As Phase 3 is planned now, two stories of the surgery center will be visible from 44th Ave NE, and four stories of the parking garage will be visible. The current plans have the buildings right up to the 75' setback, as well as at the max height of 37' and max mechanical height of 52'. Unfortunately for the neighbors of SCH, taking the surgery center and garage to the extreme edge of the MIOs called out in the MIMP conflict with the goal of having the hospital feel integrated with the surrounding area. These buildings, towering over the height of the trees and shrubs, will be a blight on the neighborhood and make the neighborhood feel more like an office park than a family residential area. Excavating an additional story, building to a height that is a story below the max MIO, ensuring the 75' setback is 100% green and

preserving the mature trees and vegetation will allow SCH to achieve their goals for more surgery suites and parking, while mitigating the aesthetic impact to the neighborhood.

As for next steps, SCH and SDCI should repost for Phase 3 and open a new comment period. SCH and SDCI should also work with community groups such as the SAC and LCC to ensure that the EIS and MIMP are updated, reviewed and approved by all parties for something as major as Phase 3. Ultimately this process must culminate in an improved MIMP that satisfies the concerns raised by the community.

Thank you,
Andy Aupperlee

From: wgiesnyder@comcast.net
To: [PRC](#)
Subject: Project # 3036201-LU
Date: Saturday, October 10, 2020 11:25:45 AM

CAUTION: External Email

To Whom It May Concern:

Having written about other situations before with not many good results, I feel this is an exercise in futility, but here goes.

Our address is 4732-46th Ave. NE., so we are totally impacted by all the proposals for Phase 3. And by the way, we do support all the valuable work of Seattle Children's. Have had grandchildren there many times, and appreciate the care they received. All along we have wondered if all this expansion is really necessary....? We think NOT!!! The Design Guidelines require that "The hospital campus should relate to and feel integrated with surrounding residential areas." Briefly, it is a huge concern to have so many trees destroyed and basically not restored. Trees are beautiful and can cover up and restore beauty to a stark hospital right in the middle of a family neighborhood. All the streets listed and impacted, 44th Ave NE, NE 45th, and NE 50th are streets we use, all the time,

mostly NE 45th. and from previous work at Children's the delay can be extremely annoying. There are not many ways out with these three streets impacted. The height of the surgery building and the illumination all times of day and night can be very bothersome. One of the biggest problems we have experienced most of the time, even right now, is employees parking in our neighborhood. It happens all the time, and now with three years of construction work just the thought of all the employees parking in our already full of cars street is unacceptable. Yes, we have reported it often, it is taken care of for a while and then the next phase of employees joins our street, and I might add, they are not always appreciative of being reminded they should not park in the neighborhood. Many more items could be mentioned, but the last one I would like to mention is the arrogance of the people at Children's that think they have every right to expand out as much as they desire, take whatever houses they can, and expect us to think it is just fine. How the city can continue to approve all this expansion, every time Children's proposes building more, is curious, ...obviously Children's is paying someone and we the little guy has no say whatsoever. This is as usual and how it has been with Children's forever.

Most sincerely,

~jan and grey snyder

Allen, Matthew

From: Kathleen Sabo <kmsabo2000@yahoo.com>
Sent: Monday, October 12, 2020 2:49 PM
To: PRC
Subject: Comments on Project 3036201-LU

CAUTION: External Email

I have lived in my home on 44th Avenue NE for 27 years. I support the beneficial and valuable work that Seattle Childrens has done for many years.

I have followed the Hospital's expansion through the current MIMP as a neighbor and, previously, as an owner of a unit in the former Laurelon Terrace Condomiums. I have concerns that the proposed north parking garage, which would be directly across 44th Ave. from my house, would have impacts on the quality of my day to day life and on the value of my property.

The Design Guidelines require that "The hospital campus should relate to and feel integrated with the surrounding residential areas." I feel there are several aspects of the proposed garage that fail to meet those guidelines.

I am concerned that the roadways that encroach on half of the 75-foot perimeter buffer on the eastern and northern setbacks along 44th Ave. NE and NE 50th Street limit the placement of larger trees and plants that could ameliorate light and noise from the garage.

I note that the plan places dumpsters on the east side of the parking structure adjacent to the road. Currently the dumpsters are emptied somewhere between 3 and 4 am; this is pretty noisy. Their location even closer to the neighborhood presumably would make that noise a greater intrusion.

Light and glare from the garage would be close to the property border, particularly adjacent to the proposed access/service road where the vegetative screening would be decreased. A few older trees have already been removed from the NE corner "Plum Orchard" area and I have noticed increased visibility of car lights from the current parking area at night. Could the garage be set one floor further underground, decreasing its height above ground, to decrease light pollution into the neighborhood, shading along the adjacent residential streets and better integrate it with surrounding residential areas?

Kathleen Sabo
4754 44th Ave NE

From: [Vasquez, Colin](#)
To: [PRC; nino yuniardi](#)
Subject: 3036201-LU. Public comments by Yuniardi.
Date: Tuesday, October 20, 2020 2:41:26 PM

Nino, Thank you for your comments. They will be considered as we review the proposal.

Colin R. Vasquez, Senior Land Use Planner
Department of Construction and Inspections

From: nino yuniardi <nyuniardi@hotmail.com>
Sent: Tuesday, October 20, 2020 2:36 PM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>
Subject: Proposed Children's Hospital Construction Project

CAUTION: External Email

Hi Colin,

I am concerned about the Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the construction project. A new Supplemental Environmental Impact Statement should be prepared and it should examine the impacts of:

1. The construction of a hospital building at the top of the hill instead of downhill near Sandpoint Way. (This is different than a parking structure shown on the northeast part of the site in the 2010 approval.)
2. The construction of a new perimeter road that is parallel to 44th Ave. NE. All visitors parking at the Ocean Garage (608 parking spaces) will be diverted to this perimeter road on the outside edge of the hospital property and immediately adjacent to single-family homes; and
3. The impacts of a construction project that will take more than three years (projected total of 40 months) to build. Construction trucks will enter Hospital property from NE 45th Street and other entry points near homes. The Hospital's Addendum projects up to 16 truck trips per hour or approximately one truck trip every 3 to 4 minutes. Full disclosure and analysis is required on how such high truck volumes will affect access in and out of Laurelhurst on NE 45th Street and will affect the entire community (including traffic, noise, pollution, and safety).

4. The impacts of congestion on NE 45th Street, including the diversion of traffic into neighboring streets such as 45th Ave NE and 46th Ave NE, to access Sand Point Way NE?

5. The impacts of the surgery pavilion on the surrounding neighborhood, including but not limited to, the alteration of views in the immediate vicinity and the impacts of noise and light pollution.

6. The impacts from cutting down over 100 mature trees that are protected by the City's own tree ordinance and not replacing them with trees in kind.

Just preparing an Addendum to the EIS is not adequate. The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.

Thank you
Nino Yuniardi

PRC

From: Vasquez, Colin
Sent: Wednesday, October 21, 2020 2:17 PM
To: doxorn@gmail.com; PRC
Subject: 3036201-LU. Public comments by Oxorn.

Categories: Public Comment

Donald, Thank you for your comments. They will be considered as we review the proposal.

Colin R. Vasquez, Senior Land Use Planner
Department of Construction and Inspections.

From: doxorn@gmail.com <doxorn@gmail.com>
Sent: Wednesday, October 21, 2020 1:49 PM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>
Subject: Proposed Children's Hospital Construction Project

CAUTION: External Email

Re: Proposed Children's Hospital Construction Project

I am concerned about Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the construction project. A new Supplemental Environmental Impact Statement should be prepared and it should examine the impacts of:

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3. The impacts of a construction project that will take more than three years (projected total of 40 months) to build. Construction trucks will enter Hospital property from [NE 45th Street](#) and other entry points near homes. The Hospital's Addendum projects up to 16 truck trips per hour or approximately one truck trip every 3 to 4 minutes. Full disclosure and analysis is required on how such high truck volumes will affect access in and out of Laurelhurst on NE

45th Street and will affect the entire community (including traffic, noise, pollution, and safety).

4. The impacts of congestion on NE 45th Street, including the diversion of traffic into neighboring streets such as 45th Ave NE and 46th Ave NE, to access Sand Point Way NE?

5. The impacts of the surgery pavilion on the surrounding neighborhood, including but not limited to, the alteration of views in the immediate vicinity and the impacts of noise and light pollution.

6. The impacts from cutting down over 100 mature trees that are protected by the City's own tree ordinance and not replacing them with trees in kind.

Just preparing an Addendum to the EIS is not adequate. The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.



Follow Me



Donald Oxorn

PRC

From: Vasquez, Colin
Sent: Wednesday, October 21, 2020 11:08 AM
To: Barbara Shafer; PRC
Subject: Re: Proposed Children's Hospital Construction Project

Categories: Public Comment

Barbara, Thank you for your comments. They will be consider as we review the proposal.

Colin R. Vasquez, Senior Land Use Planner
Department of Construction and Inspections.

From: Barbara Shafer <bashafer@nwfirst.com>
Sent: Wednesday, October 21, 2020 11:05 AM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>
Cc: billandlin@aol.com <billandlin@aol.com>
Subject: Proposed Children's Hospital Construction Project

CAUTION: External Email

Re: Proposed Children's Hospital Construction Project

I am concerned about Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the construction project. A new Supplemental Environmental Impact Statement should be prepared and it should examine the impacts of:

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45th Street and will affect the entire community (including traffic, noise, pollution, and safety).

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5. The impacts of the surgery pavilion on the surrounding neighborhood, including but not limited to, the alteration of views in the immediate vicinity and the impacts of noise and light pollution.

Just preparing an Addendum to the EIS is not adequate. The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.

This is the second letter I have sent to the City of Seattle about this project. As a long time resident of Laurelhurst, I am gravely concerned about the traffic on the residential streets. My parents purchased my home on 45th Ave. NE in the 1940's, before the hospital was located in Laurelhurst. My parents attended meetings when the hospital was beginning to move to their current location. The hospital planners said that they would never encroach on the surrounding neighborhood and respect the views and quality of life in the surrounding streets. My street, 45th Ave. NE, is only 2 blocks long where we are. It has always been a value to me and my family to have very little traffic on our street. The street is narrow and makes two way traffic very difficult. If parking was restricting on one side of our street, there would not be enough parking because many of the older homes do not have off street parking.

It would break my heart to have increased traffic on the quiet residential streets around the hospital. All traffic should enter the hospital property off of Sandpoint Way or even NE 45th street. They are both wider and have more capacity of have two way traffic.

I have always felt lucky to live in my parents house and raise my children here. I see so many young family enjoying the quiet and safety of the residential streets surrounding the hospital property. Please keep our streets safe and quiet as we have been patient with what the hospital had done so far. Therefore, we hope to have our safety and quality of life respected by the hospital planners.

Thank you for letting me address this issue.

Barbara Shafer
4706 45th Ave. NE

Sent from my iPad

PRC

From: Vasquez, Colin
Sent: Thursday, October 22, 2020 7:36 AM
To: Brandon Ausk; PRC
Cc: billandlin@aol.com; Karlee Ausk
Subject: 3036201-LU. Public comments by Ausk.

Brandon and Karlee, Thank you for your comments. They will be considered as we review the proposal.

From: Brandon Ausk <bjausk@yahoo.com>
Sent: Wednesday, October 21, 2020 7:49 PM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>
Cc: billandlin@aol.com; Karlee Ausk <kjausk@yahoo.com>
Subject: Proposed Children's Hospital Construction Project

CAUTION: External Email

We are concerned about Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the construction project. A new Supplemental Environmental Impact Statement should be prepared and at a minimum, it should examine:

- (1) the impacts of the construction of a hospital building at the top of the hill;
- (2) the construction of a new perimeter road that is parallel to 44th Ave. NE;
- (3) the impacts of a construction project that will take more than three years (projected total of 40 months) to build;
- (4) the impacts of congestion on NE 45th Street; and
- (5) the impacts of the surgery pavilion on the surrounding neighborhood,

The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.

Brandon and Karlee Ausk
4546 45th Ave NE, Seattle, WA 98105

PRC

From: Vasquez, Colin
Sent: Thursday, October 22, 2020 7:34 AM
To: Adam Vraves; PRC
Cc: Fong, Michael; Thaler, Toby; Pedersen, Alex
Subject: 3036201-LU. Public comments by Vraves.

Adam, Thank you for your comments. They will be considered as we review the proposal.

Colin R. Vasquez, Senior Land Use Planner
Department of Construction and Inspections.

From: Adam Vraves <adam.vraves@gmail.com>
Sent: Wednesday, October 21, 2020 8:33 PM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>
Cc: Fong, Michael <Michael.Fong@seattle.gov>; Thaler, Toby <Toby.Thaler@seattle.gov>; Pedersen, Alex <Alex.Pedersen@seattle.gov>
Subject: Children's Project Copper Development - Serious concern for neighbor children's safety during construction + overall impact

CAUTION: External Email

Hi Mr. Vasquez,

I hope all is well. My name is Adam Vraves. I live adjacent to Children's Hospital at 4701 45th Ave NE, Seattle, WA 98105 with my wife and two small children. I have been living at this address since 2011 and have been a member of Children's SAC for the past few years.

I am emailing to express deep concern with the children's project copper development. My email below lays out the specific concerns and request for a new supplemental EIS to avoid rushing a haphazard development based on a 12 year old MIMP that deviates from the presented development.

My deepest concern - PEDESTRIAN SAFETY!

Above all else my deepest concern is for the safety of my children, and those of my neighbors. The proposed 40-month temporary vehicle access entrance that has been proposed for the intra-neighborhood corner of 44th AVE NE and NE 47th Street would be a COMPLETE DISASTER.

- By constructing this new access point and directing dozens of daily deliveries through the neighborhood (and not via the existing and other planned entrances closer to sandpoint or 50th or 45th) Children's will be causing unnecessary pedestrian risk within the neighborhood.
- In just the 7 homes nearest this access point, there are 14 children under the age of 18. And that is just the 7 nearest homes.
- Futhermore, this access point is only 1 block from Laurehurst elementary, where, once school returns in person, hundreds of kids will be walking, biking, and being dropped off each school day.
- There must be a better way without putting the safety of our children and other pedestrians at risk.

I am concerned about Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the

construction project. A new Supplemental Environmental Impact Statement should be prepared and at a minimum, it should examine:

(1) the impacts of the construction of a hospital building at the top of the hill; (2) the construction of a new perimeter road that is parallel to 44th Ave. NE; (3) the impacts of a construction project that will take more than three years (projected total of 40 months) to build; (4) the impacts of congestion on NE 45th Street; (5) the impacts of the surgery pavilion on the surrounding neighborhood; and (6) The impacts from cutting down over 100 mature trees that are protected by the City's own tree ordinance.

The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.

Thank you for your time and consideration.

My Best, Adam

Adam Vraves
adam.vraves@gmail.com
+1.206.465.9737

PRC

From: Vasquez, Colin
Sent: Thursday, October 22, 2020 7:39 AM
To: John Ellis; Fong, Michael; PRC
Cc: Thaler, Toby; Pedersen, Alex
Subject: 3036201-LU. Public comments by Ellis.

John, Thank you for your comments. They will be considered as we review the proposal.

Colin R. Vasquez, Senior Land Use Planner
Department of Construction and Inspections.

From: John Ellis <johnellisvt@gmail.com>
Sent: Wednesday, October 21, 2020 5:47 PM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>; Fong, Michael <Michael.Fong@seattle.gov>
Cc: Thaler, Toby <Toby.Thaler@seattle.gov>; Pedersen, Alex <Alex.Pedersen@seattle.gov>
Subject: Proposed Seattle Children's Hospital Construction Project

CAUTION: External Email

Re: Proposed Seattle Children's Hospital Construction Project

Dear Colin and Michael:

I am concerned about the Seattle Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the construction project. A new Supplemental Environmental Impact Statement should be prepared and at a minimum, it should examine:

- (1) the impacts of the construction of a hospital building at the top of the hill, in close proximity to the neighborhood;
- (2) the construction of a new perimeter road that is parallel to 44th Ave. NE;
- (3) the impacts of a construction project that will take more than three years (projected total of 40 months) to build;
- (4) the impacts of congestion on NE 45th Street; and
- (5) the impacts of the surgery pavilion and new parking garage on the surrounding neighborhood,

The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.

Thank you,
John Ellis
4747 45th ave NE
Seattle

From: [Teresa Holland](#)
To: [PRC](#)
Subject: Seattle Children's Phase 3 Project
Date: Friday, October 23, 2020 5:01:54 PM

CAUTION: External Email

Good afternoon,

As a personal background, I have been involved with a Seattle Children's Hospital Guild since 1985. Our Guild has raised \$1,000,000 and \$1,000,000s of dollars for the Uncompensated Care Program so that all children will have access to quality health care regardless of their families' ability to pay. I was also a Board Member of the Guild Association for nine years. I have always been supportive of previous expansions by the Hospital, but this support stops today. FYI – I do not live in Laurelhurst.

When COH moved from Queen Anne to Laurelhurst, the Hospital **promised** they would respect the integrity and the quality of life of the residents of Laurelhurst. When the original plan for Phase 2 angered the Laurelhurst residents, a compromise was met (with the location being moved down the hill). This is how the Hospital should be addressing Phase 3. It is just too much this time. If the Hospital proceeds with this Phase, life in Laurelhurst will be negatively impacted forever. The City of Seattle needs to protect this community. Seattle Children's has broken their promise in many ways as follows.

In the Master Plan (MP), it states that the entrances to the Hospital will be limited to Sand Point Way and 40th Ave NE. This is not the case on the illustrations that the Hospital has provided. On 44th Ave NE, there will be 3 new entrances for food services, primary services and fire services. Between 44th Ave NE and NE 47th St, there is an output entry. On NE 45th St, there are 3 new entrances; for fire access, utility access and secondary services access. Forty-fourth Ave NE is certainly going bear the brunt of these additional entrances. This is a very small street and there are 14 children that live there now under the age of 18. Also, one needs to be reminded that Laurelhurst Elementary School is a mere 2 ½ blocks away from the eastern border of the Hospital. As is Laurelhurst Park which service many communities including Hawthorne Hills, University District and Laurelhurst. This park is also home to many elementary school age sports including soccer and baseball and basketball & volleyball (in the Laurelhurst school gym). With the increased traffic on NE 45th St and 44th Ave NE, this will create an immediate danger to the children that reside in the neighborhood and those visiting from NE teams. THIS IS A BROKEN PROMISE BY THE HOSPITAL.

Also mentioned in the MP:

The Hospital states that they will reduce the impact of construction on Hospital operations and the *neighborhood*. ANOTHER PROMISE BROKEN BY THE HOSPITAL.

Minimize visual impacts from Ravenna and Bryant. What about Laurelhurst? ANOTHER PROMISE BROKEN BY THE HOSPITAL.

Sets taller buildings farther away from the campus edges. ANOTHER PROMISE BROKEN BY THE HOSPITAL.

Under the Garden Edges portion, it states, Children's Hospital will work collaboratively with adjacent property owners and nearby neighbors to improve garden edges of the campus. Our daughter and son-in-law live on 45th Ave NE. They were never contacted. ANOTHER PROMISE BROKEN BY THE HOSPITAL.

Maintain overall height of new facilities at an elevation that is **lower** than the highest elevation on the existing campus. ANOTHER PROMISE BROKEN BY THE HOSPITAL.

There was a lot information given regarding transportation options. The biggest item to me was the Single Occupancy Vehicle report for 2019. The number of SOV increased by .7%. ANOTHER PROMISE BROKEN BY THE HOSPITAL.

Also in the transportation options, the Gold Line was mentioned as the best and most popular option. They estimated that 200 passengers per day rode that line. It doesn't say if these are patients and families or staff. Considering the number of entrants to the Hospital per day, this is minimal. The Hospital has so many different options for transportation, but the reality is that the staff is unwilling at any measurable amount to use these alternatives. ANOTHER PROMISE BROKEN BY THE HOSPITAL.

Seattle Children's Hospital needs to start over with this project. This plan will alter the neighborhood of Laurelhurst into perpetuity. This is just not the right thing to do. Seattle Children's has become the bully in the playground. They have unlimited resources to fight this small neighborhood. They should not be allowed to continue until a fair and reasonable compromise has been met by a majority of the residents of Laurelhurst.

Thank you for your time,
Teresa Holland

PRC

From: McAleer <billandlin@aol.com>
Sent: Friday, October 23, 2020 1:24 PM
To: Vasquez, Colin; PRC
Cc: v-bmcmul@microsoft.com
Subject: Public Comment on Project # 3036201-LU Light and Glare issues

CAUTION: External Email

To: Colin and PRC folks,

Below is an email that LCC received from a neighbor who lives in a condominium on 40th Ave NE, across the street from the Seattle Children's Hospital main campus . The photo is taken from her home, and demonstrates what she sees of the new construction of Forest B, which has recently been "unwrapped" as the structure continues to be built-out. Please note the blinding glare from the highly reflective glass on this new structure that is not mitigated for nearby residents' using their front decks or in their windows in the afternoon. The new structure looks to becoming more of a downtown skyscraper in appearance, and does not accomplish the required, transition to the nearby neighborhood's character in any way.

The second photo depicts the night "construction" light that is illuminated every during all hours so that the site is lit 24/7 in some way. This completely has obscured the night sky observation for nearby neighbors, and SCH has now added a Phase 5 which prolongs the construction of their MIMP beyond what was approved in 2010.

The residents concerns are threefold:
blinding glare from reflected glass on the new structure in the afternoon, the continual night work light, and the real possibility that this type of glaring structure will be repeated as SCH expands northeasterly in its proposed Phase 3 plans.

Please post this as a **public comment letter for Project # 3036201-LU**, which underscores the importance of requiring the Pallicant to prepare a Supplemental EIS for Phase 3. (Permission to forward and publish this email has been obtained by me from Rose Buckingham, the writer.) The blinding afternoon glare from Building B, that was reviewed in Phase 2, and claimed to produce "no impact" is a classic example of how an EIS Addendum can miss the lasting impacts without a more rigorous and independent study .

Thank you,
Colleen McAleer
President of Laurelhurst Community Club

-----Original Message-----

From: Rose Buckingham <rose.buckingham@outlook.com>
To: billandlin@aol.com <billandlin@aol.com>
Sent: Thu, Oct 22, 2020 2:43 pm
Subject: Sun reflection from CHMC

Hi Colleen,

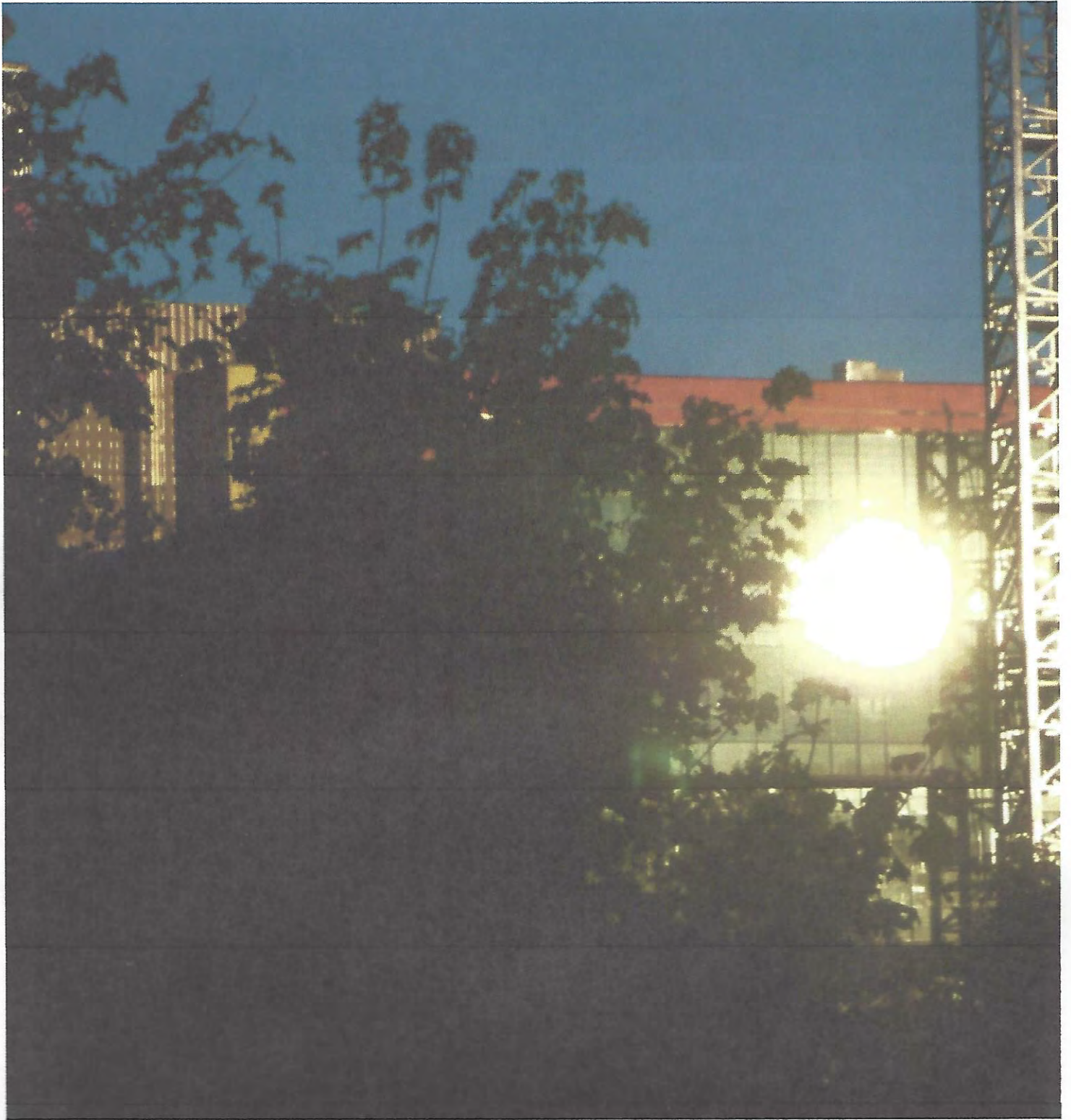
I opened my front door and it was like being struck by lightning. The light was so intense! So, I took pictures. They don't really show the "impact" it had on me. I dread this as a constant problem in the future. Also, I worry about the same problem with the new building, yet to be built. I live in the Laurelcreeks Condominiums across from the hospital, just off 40th Ave NE (on Terrace Dr. NE) I called the construction number and left a message. They never returned my call. I asked if they could put a coating on the windows that would stop the glare. First two pictures show glare from new windows. The other picture I have enclosed, highlights, the two spotlights from the middle of the crane at night. My neighbors and I have not enjoyed being on our front porch, day or night, for a very long time. I ate outside, on it, just once this summer. I think the vertical shaft of the crane could have been aptly lit, for safety, using the same lights that were used for the horizontal

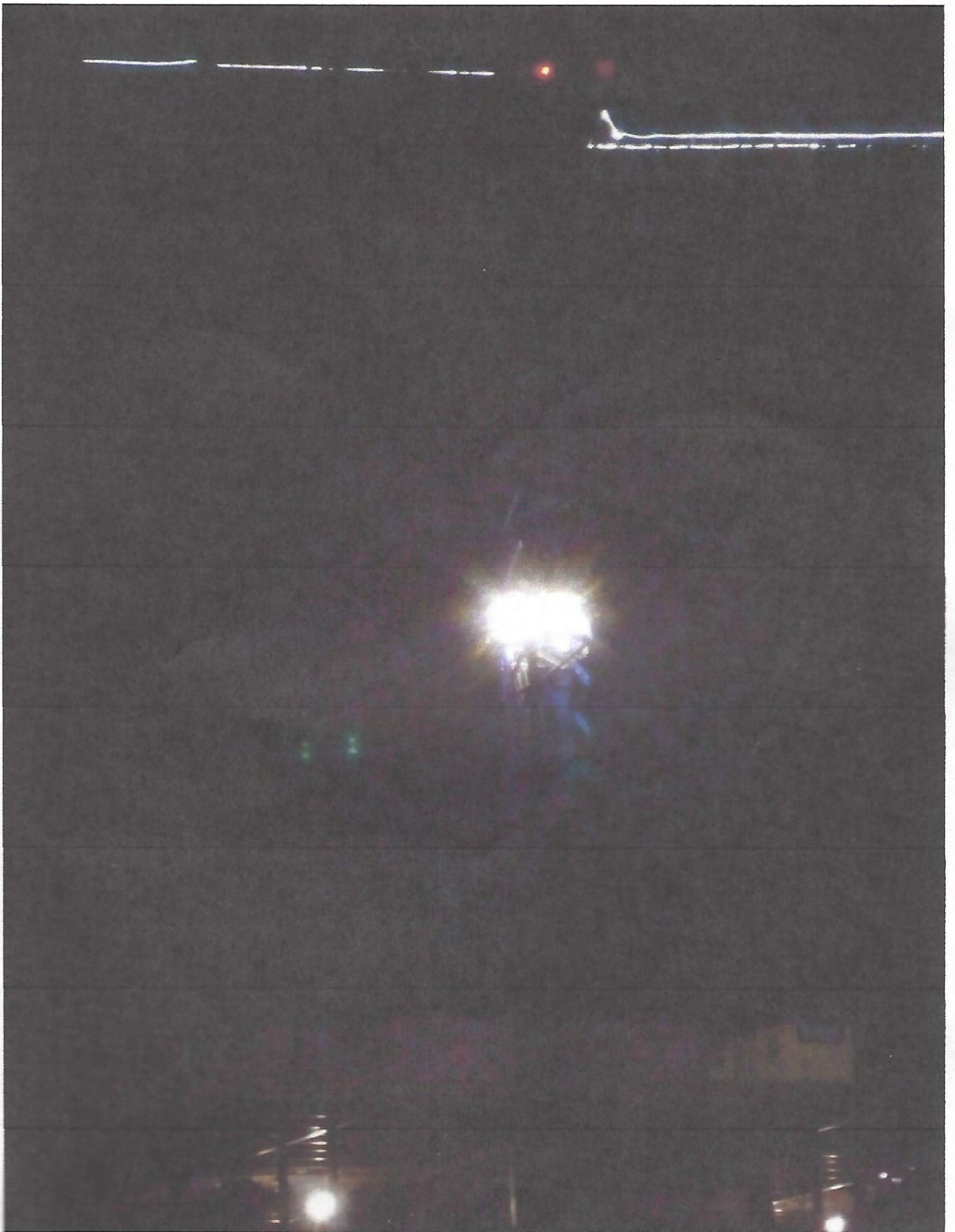
beam. The crane comes down this weekend. I understand a new smaller crane will go up. Maybe, it is just to dismantle the larger one. It is unclear to me whether the smaller one will stay. Of course, there is the constant noise (and probably dust) six days a week. Thank you for listening to my concerns. These are the concerns of my next-door neighbors, also.

Sincerely,
Rose Buckingham
(206) 818-7707

PS. All pictures were taken from my little front porch/walkway.







From: [Peter Berglund](#)
To: [Vasquez, Colin](#); PRC
Subject: Concerned about the proposed construction of a 3-story addition to Seattle Children's. Project #3036201-LU.
Date: Saturday, October 24, 2020 11:25:35 AM

CAUTION: External Email

Dear Colin Vasquez,

My family and I are very concerned about Children's Hospital proposed construction project 3036201-LU. We live on 45th Ave NE just across the Hospital, and have already been impacted by the addition of the Ocean Garage structure. This has been recently exacerbated by the drastic removing much of the landscaping that was supposed to act as a barrier. Two years ago, this landscaping was a thick layer of trees and bushes. This has now been reduced to a single layer which allows almost all traffic noise to go through. We now notice that there are additional, significantly more impactful plans that, from what we can see from the posted plans, will severely affect our neighborhood.

- We are very concerned about the impact caused by the amount of thru-traffic, both during the construction and once the construction is finished, especially since there are so many children living here.
- We are concerned that vibrations caused by the construction work may cause structural damage to the nearby homes, many built ago 80 years ago.
- We are concerned that the noise levels, the increased traffic and the impact on the view will negatively affect the neighborhood and our home values.

After studying the construction plans, and also the approval process our concerns have grown even further, especially when it comes to the environmental impact. We have been unable to find a Environmental Impact Statement and it is apparent that such document has not been prepared! It is clear that not enough studies have been conducted to address the adverse environmental impacts of the construction project.

A new Supplemental Environmental Impact Statement should be prepared and at a minimum, it should examine:

- (1) the impacts of the construction of a hospital building at the top of the hill;
- (2) the construction of a new perimeter road that is parallel to 44th Ave. NE;
- (3) the impacts of a construction project that will take more than three years (projected total of 40 months) to build;
- (4) the impacts of congestion on NE 45th Street;
- (5) the impacts of the surgery pavilion on the surrounding neighborhood; and
- (6) the impacts from cutting down over 100 mature trees that are protected by the City's own tree ordinance.

The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyzes the range of adverse environmental impacts from this proposal.

Sincerely,

Peter

--

Peter Berglund
4540 45th Avenue NE
Seattle
petber@mac.com
202-445-1359

October 25, 2020

VIA EMAIL

Colin Vasquez
Senior Land Use Planner
Seattle Department of Construction and Inspections
700 Fifth Avenue # 2000
Seattle, WA 98104

RE: Conditions adopted in 2010 by the Seattle City Council for Children’s Hospital
and the relationship to Proposed Project Record No. 3036201-LU

Dear Mr. Vasquez:

Based upon a review of the 2010 Decision of the Seattle City Council and for the reasons outlined below, Children’s Hospital (the “Hospital”) should be required to prepare a Supplemental Environmental Impact Statement (“SEIS”) for Children’s Hospital Record No. 3036201-LU (the “Proposal”).

I. Lack of Analysis under the State Environmental Policy Act:

The proposed two-lane perimeter road to Ocean Garage first appeared in public documents in summer 2020. The Hospital proposes to build a new perimeter road in the 75-foot buffer on the eastern edge of its site. The perimeter road was not referenced and was not incorporated into the 2008 Environmental Impact Statement (“EIS”), the approved 2010 Major Institution Master Plan (“MIMP”) nor in any of the ten MIMP Annual Reports written by the Hospital and posted on the Hospital’s website. Thus, the 2008 EIS does not analyze the environmental impacts of the perimeter road to Ocean Garage. Therefore, the Hospital should be required to prepare a Supplemental Environmental Impact Statement (“SEIS”).

The elements of the environment that should be analyzed in the SEIS include the significant adverse environmental impacts of the Proposal on the built environment, including but not limited to, noise, releases to the environment affecting public health such toxic or hazardous materials, vehicle traffic, light, earth/geology, and air quality.

II. Buffer as Mitigation for the 2010 MIMP:

The Hospital proposes to build a perimeter road leading to Ocean Garage in the 75-foot buffer. Currently, the 75-foot buffer (also referred to as a setback) on the eastern edge of the Hospital’s property consists mainly of landscaping, trees, and greenery.

When the City Council approved the 2010 MIMP, the Council envisioned using buffers as a tool to mitigate the height, bulk, scale, and other negative environmental impacts of the MIMP on the

neighborhood. In the Seattle City Council's adopted Findings, Conclusions and Decision, the Council states that the "The proposed upper level setbacks [75 feet on the eastern edge] are designed to mitigate the impacts of additional height bulk and scale resulting from the MIMP. These measures, along with the proposed landscaping, height restrictions and open space plan, provide adequate mitigation of height bulk and scale impacts on the surrounding properties." Seattle City Council, Findings, Conclusions and Decision, Seattle Children's Hospital Major Institution Master Plan, dated April 5, 2010 ("Council's Decision")(page 23)(emphasis added). Furthermore, "Mitigation measures are found in Children's significant commitments that include...a commitment to landscaping that enhances the campus while shielding it from neighborhood properties." Council's Decision, page 25 (emphasis added).

The construction of a two-lane road in the buffer eviscerates the use of the buffer as a mitigation measure. The proposal does not comply with the Council's intent that the garden edge be used as a screen to protect the single family residences located next to the Hospital.

"B1.1.5 Garden Edge

The objective of the Garden Edge is to screen hospital structures and light that emanates from vehicles, building and site fixtures, while providing an aesthetically pleasing and diverse 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 Edge shall be designed to be compatible with adjacent single-family character." (Council MIMP Conditions)

The Council's Decision makes numerous references to the importance of the Garden Edge and the buffer on the eastern edge of the Hospital's property. In the section entitled "Landscaping and Open Space," the Council's Decision states that "Children's existing campus includes extensively landscaped edges and open space. Children's proposes similar 'garden-edge' landscaping within the proposed ...east setbacks." Council's Decision, page 13.

For the setback to function effectively as a screen, it needs to be heavily landscaped. The Council's Decision describes the conditions on the eastern edge as "heavily landscaped." "Setbacks are approximately... 75 feet on... a portion of the east. Many of the existing setbacks are heavily landscaped to screen the campus from the surrounding neighborhood." Council's Decision, page 4. Furthermore, the Council recognized that the 75-foot buffer is an integrated part of the overall mitigation strategy for the 2010 MIMP. "The setback on the east boundaries (75 feet), together with moving the greatest mass of development to the west side of the campus and stepping it down the hillside, will provide a sufficient buffer for the single-family neighborhood to the east." Council's Decision, page 23. "Under the proposed MIMP, setbacks... along 44th Ave Northeast... would remain at 75 feet." Council's Decision, page 12; see also page 4.

It is unclear whether the two-lane road would constitute an above-ground development, but its environmental impacts should be analyzed. "Children's shall amend Section IV.C.1. of the Master Plan to expressly prohibit above-ground development with the setback areas, as shown on

revised Figure 50, except as otherwise allowed in the underlying zone.” Council’s Decision, page 26.

Below please find a diagram showing the Proposal.

Landscape Buffer Section



Surgery Pavilion Section - Looking North

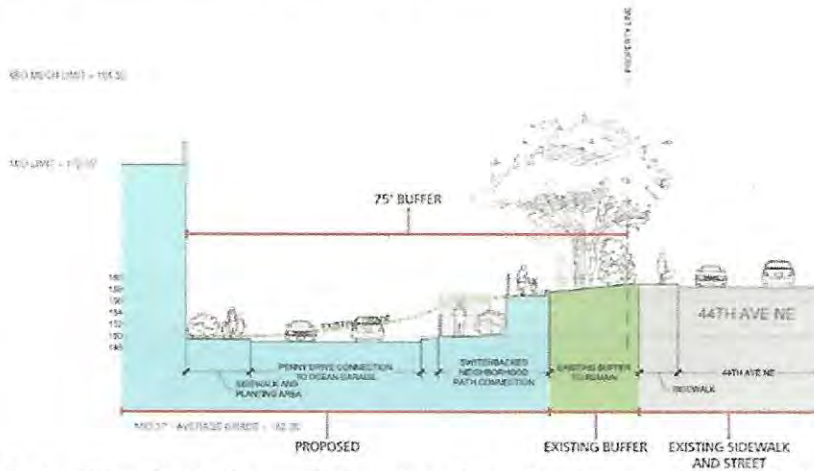


Exhibit A: Hospital’s PowerPoint slide from the August 31, 2020 SAC meeting

Exhibit A shows how in the Proposal, the majority of the 75-foot buffer is used for a sidewalk, a two-lane road to Ocean Garage, and a concrete switchback path. Although the size of the existing buffer is less than 75 feet, the Hospital must comply with the Council’s buffer requirements in its new Proposal.

When considering the totality of the Council’s Decision, the Proposal deviates from the conditions adopted by the Council. The Proposal undercuts the ability of the 75-foot area to mitigate the impacts of the new development and to serve as a buffer for the single-family homes. The Proposal removes most of the landscaping from the 75-foot setback area by reducing the screening effect of the vegetation. If the Proposal is implemented as is with no design changes, the setback area will not be “heavily landscaped” as required by the City Council.

In using the Council’s own language, the proposal fails to “mitigate the impacts of additional height bulk and scale resulting from the MIMP.” The Proposal, when considered “with the proposed landscaping, height restrictions and open space plan,” do not “provide adequate mitigation of height bulk and scale impacts on the surrounding properties.” Council’s Decision, page 23. In a systematic way, the Proposal undercuts the goals that the Council established for the 2010 MIMP.

III. Buffer as Mitigation per the Hospital's 2008 EIS:

In addition to the mandates in the Council's Decision, the Hospital must also abide by the mitigation strategies set forth in its own EIS.

The 2008 EIS included Table 3.9-1 "Proposed Landscaping Impacts and Proposed Improvements." In the column for "Street Frontage," one line across the chart is dedicated to 44th Avenue NE. For the preferred alternative (Alternative 7R), the Hospital indicated "The existing 40-foot landscaped buffer would be increased to 75 feet." 2008 EIS, Page 3.9-5.

In another section, the Hospital's mitigation strategy stated that "As development occurs, a 75-foot buffer would be maintained along... 44th Ave NE...." 2008 EIS, Page 2-19. Furthermore, again in its own EIS, the Hospital states that "Maintenance of the landscaped buffer would continue throughout the life of the project." 2008 EIS, Page 1-30. A decision to change the mitigation strategy requires an analysis of the significant adverse environment impacts, and pursuant to a SEIS, the development of a new mitigation plan.

IV. The Proposed Change to the Location of a Medical Facility:

Another mitigation strategy adopted by the Council when it approved the 2010 MIMP was to place the medical facilities lower down the hill closer to Sand Point Way NE. The change to include (early expansion into Laurelon Terrace "placed increased height and bulk at a lower elevation where it is removed from most single-family neighborhoods to the east and south...." Council's Decision, page 10. "The setback on the east boundaries (75 feet), together with moving the greatest mass of development to the west side of the campus and stepping it down the hillside, will provide a sufficient buffer for the single-family neighborhood to the east." Council's Decision, page 23 (emphasis added).

The Council approved the MIMP and adopted a mitigation strategy that moved the mass and density of the hospital development to a lower elevation near Sandpoint Way. The strategy was developed in part to protect single family neighborhoods to the east and south. The Proposal is inconsistent with the Council's mitigation strategy and violates the Council's intent.

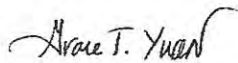
Even the Hospital's own EIS recognized that the preferred alternative (Alternative 7R) was the strategy that would have the least impact on the neighborhood located to the east. "Alternative 7R...would be less or not visible from locations east of the existing hospital campus." 2008 EIS, page 1-33. Certainly, the Proposal is in conflict with the language of the 2008 EIS.

Finally, a Surgery Pavilion was not contemplated on the eastern edge of the campus when the EIS was prepared in 2008. First, the 2010 MIMP sited a North Garage near the intersection of NE 50th Street and 44th Ave NE. The assertion has been made that the Surgery Pavilion is being proposed in the "vicinity" of the North Garage. The problem with the assertion is that Surgery Pavilion is sited much further south than where the North Garage was shown in the 2010 MIMP. Second, the Proposal already has a Copper Garage Project sited roughly where the North

Garage was shown in the 2010 MIMP. Thus, there is no basis for converting the one approved garage into one garage and one surgical building. It is a substantial change to the 2010 MIMP. Third, it is not clear whether the language in the 2008 EIS regarding the uses is sufficiently broad in scope. The 2010 MIMP indicated that the uses on the Hospital's site are "500-600 bed hospital, clinic, clinical research, clinical laboratory, office on campus, clinic and office at Hartman." 2008 EIS, page 2-8. A stand-alone surgical building may or may not have been included in this list of identified uses in the EIS. Based on the points outlined above, the addition of a medical/surgical building on the highest elevation of the Hospital Site was never analyzed in the 2008 EIS. Therefore, a SEIS must be prepared to fully assess the significant adverse environmental impacts of the Proposal.

If you have any questions, please contact me at graceyuan6@gmail.com. Thank you.

Sincerely,



Grace T. Yuan
4714 44th Ave NE
Seattle WA 98105

PRC

From: Vasquez, Colin
Sent: Monday, October 26, 2020 8:10 AM
To: David Yuan; PRC
Subject: 3036201-LU. RE: Comment Letter #1 re: Proposal by Children's Hospital

David, Thank you for your comments. They will be considered.

Jodi, Please share this with your applicant.

Colin R. Vasquez, Senior Land Use Planner
Department of Construction and Land Use.

From: David Yuan <dyuan@nbbj.com>
Sent: Thursday, October 22, 2020 9:21 PM
To: Vasquez, Colin <Colin.Vasquez@seattle.gov>
Subject: Comment Letter #1 re: Proposal by Children's Hospital (PROJECT# 30362101-LU),

CAUTION: External Email

To: colin.vasquez@seattle.gov

Re: Proposed Children's Hospital Construction Project (PROJECT# 30362101-LU)

I am concerned about Children's Hospital proposed construction project. The State Environmental Policy Act (SEPA) Addendum is not a substitute for a proper Environmental Impact Statement. It does not disclose and address the adverse environmental impacts of the construction project. A new Supplemental Environmental Impact Statement should be prepared. The SEIS should examine the impacts of a range of issues.

First, the Addendum focuses on Alternative 7R in the 2008 EIS. As described in the EIS, "As development occurs, a 75-foot buffer would be maintained along... 44th Avenue NE..." Page 2-19. The 75 foot buffer is also shown on Page 2-18 of the EIS. If the 75-foot buffer is converted and now occupied into a two-lane road that serving as the main access road to the 600 stall Oceans Garage, should this change be analyzed in a SEIS?

Second, the Addendum is based on reviewing the work done for Alternative 7R in the 2008 EIS. The map showing Alternative 7R shows an open area from the corner of 44th Ave NE and NE 47th Street half a block to the north. With respect to this area of the Hospital's property, the Proposed Hospital Expansion Project (Figure 1.4-5 of the Addendum) bears no resemblance to Alternative 7R. With such a reconfiguration of the buildings on the property and the construction of a new road parallel to 44th Ave NE, should these changes be analyzed in a SEIS?

Third, there are a number of issues related to Noise:

Item 1

The Addendum was prepared "using the calculation methodology from the FEIS." Addendum, page 72. The EIS was prepared twelve years ago and is stale. Should an SEIS be prepared based on the current methodology for assessing noise impacts?

Item 2

The proposed Surgery Pavilion will be built close to residential homes on 44th Ave NE and 45th Ave NE. The Addendum notes that the noise from large HVAC equipment mounted on the roof of the pavilion, traffic and helicopter will affect the ambient noise on the campus. While the Addendum states that the noise level will be “affected,” a SEIS should be prepared to analyze whether the overall noise level will go up or down.

The Addendum also states that HVAC equipment will be designed to be *quieter* than the maximum permissible noise levels in the City’s Noise Ordinance. This is 55 dBA during the day and 45 dBA during the night. However, more analysis is required under SEPA to assess the actual noise level in relation to the City’s Noise Ordinance. Although the noise level of 55 decibels during the day is technically allowable under the Seattle Municipal Code, even at that level, there is a negative health impact on humans when subject to constant noise, elevating cortisol levels that induce stress and increasing health risks over a long period of time.

The SEIS should analyze the noise level and the significant adverse environmental impacts on the neighbors.

Item 3

Table 3.5-4 shows the noise levels predicted at the closest neighboring property lines along 44th Ave NE and 45th Ave NE.

Table 3.5-2 Predicted Forest B Constructio

Neighboring Property Line	Construction Activity	Distance to Property Line (feet)	Pred (in Proj
South Property Line	Excavation	469	
	Demolition		
	Structure		

These predicted noise levels show that construction activities will generate noise levels that exceed the 80 dBA permitted for noise from construction. This will likely occur during Excavation and Demolition phases where noise levels are predicted to be at 87 dBA and 82 dBA respectively.

Our house is located along the neighboring property line of the proposed projected along 44th Ave NE. The Addendum minimizes the negative noise impacts on residents by stating the following: “the *potential* exists for construction noise levels to exceed the limits of the Seattle Noise Ordinance to the north/east of the site; however, this would be *temporary...*”(italics mine) The Addendum for Phase 3 describes the exceedingly high noise levels from excavation and demolition as “potential” impacts though it is clear from visiting the many construction sites in the Puget Sound area that these noise limits will certainly be exceeded. The Addendum also describes the noise levels from excavation and demolition as “temporary” but does not define the time frame for “temporary”. Is temporary a few hours? Is it a few days or a few weeks? Note that another part of the Addendum indicates that the excavation period will exceed six months.

The SEIS should analyze the for how long the high noise levels will be generated by construction equipment and should define the term “temporary” as used in this analysis. It should also assess if the noise from construction of the project poses a significant adverse environmental impact on the people living in the nearby residences not just for a few days or months but for a year or longer.

The SEIS should also propose mitigation measures. Such mitigation measures could include changes to construction processes/operations to reduce or mitigate the noise generated during the construction period, especially during demolition and excavation phases. The Hospital could also install noise barriers to reduce transmitted noise levels to immediate neighbors as well.

Just requiring the Hospital to prepare an Addendum to the EIS is not adequate. The City should require the Hospital to prepare a Supplemental Environmental Impact Statement that fully analyze the range of adverse environmental impacts from this proposal.

David Yuan

PRC

From: Andy Eberle <andy.eberle@gmail.com>
Sent: Monday, October 26, 2020 3:34 PM
To: PRC
Subject: Project #3036201-LU - Colin Vasquez, SDCI Planner

CAUTION: External Email

Hello,

I'd like to provide written comment on the Master Use Permit Application for this Project. My name is Andrew Eberle. My address is 4715 45th Ave NE, Seattle WA 98105.

I am concerned about the proposed 40-month temporary vehicle access entrance corner of 44th AVE NE and NE 47th Street. I believe this location, close to a neighborhood school, will be dangerous for pedestrians and children. The creation of a completely new access point should be extensively studied to ensure there are not significant negative impacts.

Best,
Andrew Eberle

Laurelhurst Community Club

Serving Seattle's Laurelhurst Community since 1920

October 26, 2020

Seattle Department of Construction and Inspections
Attention: Colin Vasquez
700 5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Re: Comments on Project 3036201-LU

From: The Laurelhurst Community Club (LCC)

The Laurelhurst Community Club (LCC) appreciates the SDCI's re-issuance of the official public notice for Seattle Children's Hospital Project # 3036201-LU. The initial notice was flawed by its lack of accessibility in the EIS Addendum documents, posted on the SDCI website. LCC submits these additional comments for consideration in addition to LCC's first comment letter submitted on September 09, 2020.

With further study of the EIS Addendum, it becomes clear that this land use analysis tool is inadequate to provide the public (and assuming the SDC&I), with the adequate information about the significant impacts of the proposed new Phase 3 project. The physical impacts on the site are so different that Phase 3 should be considered a Major Amendment (or, at the very least, a Minor Amendment), under the provisions of the Major Institutions Code SMC Ch.23.69 . Phase 3 is not consistent with the original intent of the 2010 MIMP, and will significantly burden the community with impacts that were not previously disclosed. The Standing Advisory Committee should also be provided full disclosure of its changes and impacts, and have ample opportunity for a robust review process as well.

LCC finds that the EIS Addendum has numerous shortcomings that require a Supplemental EIS required by a Major (or Minor) Amendment designation including , but not limited to:

1. Unrelated elements for the Phase 3 comparisons and the addition of new site elements and locations not in the 2010 MIMP's EIS.
2. Lack of alternatives studied for the new MIMP elements
3. Lack of authority of the EIS Addendum as a land use tool for significant changes to a MIMP

1. Unrelated and new elements introduced for phase calculations/comparisons

While the SMC allows phases of a MIMP to be sequenced differently than the original plan, the changes and elements of the EIS Addendum for Phase 3, are not logically comparable for a phase-to phase analysis for Project #3036201-LU.

Phase 1 was originally sited along Sandpoint Way NE (SR513), but was moved to the southwest corner under of the site instead, under the approved and preferred Alternative 7. This Alternative was expressly designed as a compromise to build intense medical facilities away from campus' residential borders. With the destruction of the 136 affordable condominiums at Laurelton Terrace, Phase 1 was designated with medical facilities to be located at that southwest corner of the site at NE 45th St and 40th Ave NE, and was named the Forest A tower.

Phase 2 was to be the Hartman Building, which is across the street from the Main Campus on Sandpoint Way NE, but it was removed from the MIMP by the Settlement Agreement. Instead, the Forest B tower for diagnostics and treatment, is now under construction for Phase 2, also in the SW part of the site off Sandpoint Way NE, next to the Forest A building. These buildings were part of Phase 3 located in the SW corner allowing greater heights, bulk and scale.

The originally approved Phase 3 was building Forest A and B at the southwest edges of the campus with much greater heights, bulk, scale and intensity because it bordered Sandpoint Way and 40th Ave, which are major roadways and located were away from residential streets.

The plans now submitted for Phase 3 proposes to build extensively at the northeastern corner, bordering residential streets. This Phase proposes to add a large medical facility for surgeries, and contains different design elements, including a re-orientation and expansion of roadways to Penny Drive to serve the newly expanded North Garage (which was moved forward from Phase 4). Phase 3 plans to convert and expand a narrow service perimeter road, parallel to 45th Ave N. It would be the sole access to and from its large the Ocean Garage, of over 600 parking stalls, which is currently used 24/7 by staff, patients and visitors.

Thus, the Phase 3 submitted under Project# 3036201-LU is very different in location, type and location of structures, roadways and their proximity to residents than what the Phase 3 that MIMP contained, which was studied under SEPA review.

SCH notes in the Phase 3 EIS Addendum that the new Phase 4 will be to the north of its Forest B Building, and inserts a Phase 5 in the MIMP for the first time, as the "interior clinic expansion project in the Mountain Building". but also appears to be expanding its footprint it the central campus.

There was never a Phase 5 and the interior expansion was originally part of Phase 2, and now prolongs the construction on the site with a Phase 5.

Despite the unrelated elements in the comparison, the EIS Addendum of July 7,2020 contains extensive tables, charts and analyses in an attempt to justify that the new Phase 3 proposed is somehow similar to the original because of such criteria as the height and amount of excavated dirt are similar to what was planned for the high rises built in the SW corner, which was the original Phase 3, now built in Phase 2.

The EIS addendum for Phase 3 contains these tables for the required categories for comparison the original MIMP Phase 3 to the proposed new Phase 3 in categories, such as :

Table 1.4.5 (p.23) lists the comparisons for :Location, Size, Height, Uses, Parking spaces, Access and demolition of Housing.

and Table 1.4-2 Summarizes the MIMP Development to date including:

Building Square footages, Percent of MIMP approved, Percent of Square footage constructed or proposed to date. Percent remaining for future development and Floor Area Ratio (FAR).

Using these comparative tables, the report then concludes:

"1.5 Summary of Site-Specific Environmental Information

Table 1.5-1 summarizes potential environmental impacts disclosed in the EIS and additional site-specific information for the proposed *Phase 3* evaluated in this EIS Addendum. It should be noted that these additional site-specific impacts can be mitigated to a level that is less than significant. Mitigation measures are shown in Table 1.5-2.

No new Significant or Unavoidable Adverse Impacts, or new Secondary and Cumulative Impacts, have been identified.

On page 97 of the EIS Addendum, Table 3.7-3 (attached) is the

"Comparison Of Proposed Phase 3 with MIMP Development Standards."

This chart has a category called, "Upper Level setbacks" which compares the "Standard" with the "proposed", measured from the southwest corner of 40th Ave NE. This made sense when the original buildings of Phase 3 (Forest A and B) would be in at the southwest edges, but the new Phase 3 is built on the completely opposite corner, at the top of the campus in the northeast and eastern edges, rendering the comparison irrelevant to measure height and scale for setbacks. Thus, the Standard tables are an example of why these "comparisons of phases" are not the proper land use tool for a legitimate comparison of the MIMP standards when the elements of the phase as well as the location are so different.

The phase to-phase comparison data itself is intrinsically flawed because it does not comparing the same type and location of development. The attempts to justify these comparisons because it is simply called new development on Seattle Children's Main Campus, is not the intent of the MIMP review process by phase, and requires a more rigorous SEIS for Phase 3 since the changes are more of a Major Amendment.

2. Lack of Alternatives studied in EIS Addendum

The EIS Addendum does not require an Applicant to develop and study alternatives for the phases proposed within the original MIMP's EIS.

Constructing a new medical building in a new and opposite location, creating an entirely new campus roadway system, diminishing the green landscape buffer, adding a new road to access the Ocean garage in close proximity to residents, have never been rigorously examined by independent oversight in the MIMP's EIS. The SDC& I, and relevant agencies and stakeholders, have no alternatives to study for these proposed very different, Phase 3 changes.

For example, there should be alternatives in bulk, height and scale for building a medical surgery facility in the northeastern edge of the campus, in contrast to the original Phase 3, which was located at the southwest edges. Is there an alternative building design that could accomplish their needs with narrower footprint to better retain the eastern buffer? Can the entire facility be lowered by excavating another floor out to reduce visual impacts in front of neighbor's on the

eastern edge? Can other exterior materials and finishes be used to reduce glare ? Can eastern edge buildings put its mechanical elements more on the side of its buildings to reduce visual and noise impacts from the residents on 44th and 45th Aves NE?

The proposed new orientation of the main campus road, Penny Drive, was also never studied in the 2010 MIMP EIS. The original orientation terminates the vehicles into buildings at the edges, which captures the glare and noise by the buildings which buffer the light and noise. The new orientation exposes much of the traffic onto the surface, which will allow headlights to shine into neighbors front of their homes on the eastern edge of 44th Ave NE. . Hospitals are operational 365 days a year round the clock, with staff shift changes 2-3 times each day. The trip generation predicts this road would be a corridor used to access 3460 spaces (page 145, in section 3.10.11.5), at least twice a day, which can be as many as **7,920 sets of headlights glaring in the direction of the eastern edge to access the North and Ocean Garages**. The Applicant should be required to study alternatives to their proposed new roadway, ones which could reduce these impacts, and direct traffic and its light and carbon emissions away from residents 's homes.

The EIS Addendum contains no alternatives for adding a new 2 full lane road parallel to the eastern edge to access the Ocean Garage. A SEIS study is needed to identify and study alternative ways to access the garage such as an underground tunnel from Penny Drive, similar to Swedish parking garage, or the University of Washington garage off 15th Ave NE, that is **built entirely under the campus**. A Supplemental EIS would require SCH to study and present alternatives to this proposed surface road access, which could instead be designed to be out of the "sight, sound and smell" of neighbors living along 44th Ave NE and 45th Ave NE, and the 350 Laurelhurst Elementary schoolchildren in their playground just a block away.

In the EIS Addendum, SCH offers no alternatives for removal of the trees and vegetation in the 75' buffer which was requirement of approval process in the 2010 MIMP, and replacing half of it with roadway surfaces . Of note, the Hearing Examiner rejected the entire MIMP plans in 2010 due to its immitigable impacts on the surrounding properties. The MIMP was **allowed only after these buffers were required by the City as well**. In the first 2 phases, SCH retained this 75 foot buffer, but Phase 3's plans would diminish the green buffer, and replace trees and plants with hard surfaces. Table 3.12-2 (attached) states that **no mature tree protection is planned during construction, 150 mature trees will be destroyed, including ALL of the 45 exceptional trees** . This is a complete change in its approach to maintaining green landscaping buffers, and is worsened by SCH's lack of maintenance and replacement of plant materials in the past two years. The original "buffer" is thin , and more of a single layer of remaining trees and vegetation. **In addition, these tree removal plans are not compliant with the Seattle Tree Ordinance SMC.25.11.090 which requires exceptional tree retention**. Alternatives are needed for tree retention.

When the Seattle City Council's adopted Findings, Conclusions and Decisions, it stated, "The proposed upper level setbacks (75 feet on the eastern edge) are designed to mitigate the impacts of additional height, bulk and scale resulting from the MIMP. These measures, along with the proposed landscaping, height restrictions and open public space plan, provide adequate

mitigation of height, bulk and scale impacts on the surrounding properties." (April 5, 2010 , page 23)

Further, on page 25 of the City Council's decision, it states, "Mitigation measure are found in Children's significant commitments that include... a commitment to landscaping that enhances the campus while shielding it from neighborhood properties". And on page 13 of the Council's Decision, it states, **"For the setback to function effectively as a screen, it needs to be heavily landscaped. And on page 23 of the Council Decision, it states, "under the proposed MIMP setbacks... along 44th Ave NE.. would remain at 75 feet.**

The lack of alternative for tree protection during construction and adding a new "service road " at the NE corners as well as converting a "service road" running along the eastern edge violates the intent in the MIMP , and the City Council's decisions in 2010 for approval of this MIMP.

These are examples of the consequences that will occur with the lack alternatives and enforceable language that should be studied under the SEPA. Designating this project as a Major or Minor Amendment, is critical to requiring the Applicant study, and present better alternatives for their proposed elements in Phase 3, compatible with the intent of the MIMP.

4. Lack of authority of an EIS Addendum

The EIS Addendum is not a land use process or a tool that requires the Applicant to conduct a rigorous analysis of potential impacts under SEPA, or actually implement its proposed mitigation measures.

An EIS addendum is not required to include any alternatives to study for its additional or changed elements or location of the built environment that differ or be completely eliminated from its original MIMP. Thus, its narrative just assumes such a facility is somehow permissible under the blanket of the MIMP. In addition, the Phase 3 proposal also assumes that SCH will meet the criteria to demonstrate the actual need for such a large expansion of 12 surgery suites and 6 new procedure rooms required by the Washington State Department of Health with an approved Certificate of Need.

The EIS Addendum lacks the authority of enforcement , and uses language such as "may" or "should" which can be ignored by an Applicant without penalty . Under SEIS regulations, language is directive as in "shall" or "will" which must be done under SEPA.

When hospital budgets are cut, or when new management teams and goals are changed, the City of Seattle and its constituents have only the impartial regulations and legal agreements remaining. These statutes must be enforced to preserve the intent of MIMP for an the institution and protect the livability its surrounding properties, that was required in the original legislation.

Seattle Children's Hospital has resources to expand its services within the approved MIMP, and is able to accomplish that balance of livability with its bordering properties, and residents. As a party of record, we ask that SDCI address our concerns expressed about the shortfalls of the sole use of an EIS Addendum, and request that a Phase 3 be classified as a Major Amendment and require a supplemental EIS for Project #3036201-LU, before it proceeds.

Thank you for your consideration of our comments, and we appreciate your inclusion of them in the record.

Sincerely,

A handwritten signature in cursive script that reads "Colleen McAleer".

Colleen McAleer
President , Laurelhurst Community Club
Seattle, Washington 98105
206-525-0219
billandlin@aol.com

Table 3.7-3 Comparison of Proposed Phase 3 with MIMP Development Standards

MIMP Development Standard	Standard	Proposed	Compliance with MIMP?
Height Limit	Surgery Pavilion: MIO 37, MIO 70, and MIO 90 North Garage: MIO 37	<i>Surgery Pavilion:</i> Maximum building height is 37 feet to top of Level 7 (building without mechanical); and 52 feet to top of Level Penthouse (portions of the building that contain rooftop mechanical range) <i>North Garage:</i> Maximum building height from existing average grade to top of roof is 37 feet.	Yes
Structure Setbacks	75 feet from 44th Avenue NE 40 feet and 75 feet from NE 50th Street	<i>Proposed Phase 3 Surgery Pavilion</i> is 75 feet from 44 th Avenue NE. <i>Proposed Phase 3 North Garage</i> is 75 feet from NE 50th Street and 75 feet from 44th Avenue NE.	Yes
Upper Level Setbacks	80 feet for structures above 50 feet in height as measured from 40th Avenue NE	<i>Proposed Phase 3 Surgery Pavilion and North Garage</i> are located greater than 80 feet from 40th Avenue NE	Yes
Lot Coverage	Maximum of 51% calculated against entire campus	Maximum of 51% calculated against entire campus; with <i>Phase 3</i> development, lot coverage is estimated at 42%	Yes
Landscaping	Depth of landscaping is same as structure setback requirements	Landscaping preserved and enhanced under <i>Phase 3</i> is a minimum of 75 feet in depth along NE 50th Street and 44th Avenue NE, except where Penny Drive is realigned within setbacks. Note: The MIMP development standards allow driveways within setbacks.	Yes
Open Space	Minimum of 41% of combined total area of campus	Minimum of 41% of combined total area of campus; with <i>Phase 3</i> development, open space is estimated at 46%	Yes
Width and Depth Limits	Unlimited width and depth limits allowed	NA	Yes
Setbacks between Structures	No setbacks between structures are required	NA	Yes
Preservation of Historic Structures	NA	NA	NA
View Corridors	No view corridors designated	NA	Yes
Pedestrian Circulation	Minimum of 4' wide pathways	Minimum of 4' wide pathways	Yes
Density/FAR	Maximum of 1.9 for entire campus	Maximum of 1.9 for entire campus; with proposed <i>Phase 3</i> , FAR is 1.53	Yes

Table 3.12-3 Revised Summary of Tree Protection and Removal – Phase 3 EIS Addendum

	#	Protected in Place	Relocated	Removed
Total Number of Trees and Shrubs	304	183	16	105
Exceptional Single Trees	45	0	0	45
Exceptional Trees or Shrubs because of Being Located in a Grove	0	0	0	0
Significant Single Trees	0	0	0	0
Significant Trees or Shrubs because of Being Located in a Grove	0	0	0	0

Source: Tree Solutions 2020

Of the 304 trees or shrubs, 45 are considered “exceptional” because of their size. An arborist evaluated the 45 “exceptional” trees and 259 other trees that are greater than 6 inches dbh. Sixteen trees were considered potential candidates for transplant. No trees would be protected in place within the anticipated construction limits of *Phase 3*.

Children’s goal is to preserve as much of the existing plant material as possible, and where possible to provide mature landscaped environments at the time of new building occupancy.

Children’s would protect and maintain existing landscaping and trees outside the *Phase 3* construction area, including in landscape buffers along NE 50th Street and 44th Avenue NE. Where perimeter buffer areas are disrupted by temporary construction access, materials would be replaced in kind.

Landscaping would be used to screen and soften noise and visual impacts on adjacent properties.

New plantings installed within the construction area would be consistent and complimentary with Children’s planting scheme, using a wide diversity of plant species including trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, and bulbs. Planting choices would extend the color, texture, and pattern of the surrounding residential areas while maintaining the visually calming experience unique to the hospital campus. The landscape program would be designed to provide access to restorative and therapeutic gardens, with seasonal sun and shade to provide outdoor comfort for families, patients, caregivers, and neighbors. Green roof assemblies would be considered where appropriate to the building function.

Proposed landscaping includes building entry treatments, garage entry screening, improvements to perimeter screen planting, landscaped pedestrian pathways, new landscaping around reconfigured on-site roadways and access lanes, rainwater retention areas, and landscaped and hardscaped seating areas. Landscape quantities would meet or exceed the amount required, based on DPD Director’s Rule 13-92. All plantings would be irrigated except where designated as drought-tolerant areas (drought-tolerant areas would be temporarily irrigated until plant materials mature).

As required by SMC 25.11.050, with its MUP application for *Phase 3*, Children’s submitted a tree protection report prepared by a tree care professional that provides:

From: [Barbara Gumprecht Home](#)
To: [PRC](#)
Subject: 3036201
Date: Wednesday, October 28, 2020 8:38:06 AM

T city of Seattle,

I oppose 3036201. There is no traffic control support of adding more space and people to this site. Montlake and NE 45th St are at a stand still because of Childrens, police and emergency vehicles cannot get to our neighborhood. Children should not do any more building unless Montlake and NE 4th st are widened.

Barbara Hack Gumprecht

PRC

From: Kerala Cowart <kerala.cowart@gmail.com>
Sent: Monday, October 26, 2020 8:59 PM
To: PRC
Subject: Concerns re project #3036201-LU

CAUTION: External Email

To Whom it May Concern:

I am writing to express concerns about the Children's Hospital proposed construction project. It seems that the Hospital has not adequately studied or taken into account the adverse environmental impacts on the neighborhood. The recent proposed changes to the Hospital's master plan are significant and will have major and long lasting negative effects on the neighborhood.

I am most concerned about the Hospital's proposal to (1) have a construction vehicle access point on NE 47th st and (2) move the Hospital's major road (Penny drive) to run parallel to 45th Ave NE.

I live very close to the perimeter of the hospital where the proposed construction changes are planned. My three-year-old son and I walk to and from his school every day. We take different routes through the neighborhood and one of my son's favorite paths is to walk east on NE 47th St and then turn south 44th Ave NE (essentially tracing part of the Hospital perimeter). Both of these blocks are currently extremely quiet streets with almost no traffic. Currently, the air is clean, the ambient noise is quiet enough to have conversations, and I feel safe with my young son because traffic is minimal.

If the Hospital's proposal is not altered to mitigate these effects, then it is inevitable that the noise and air pollution will significantly increase from the construction vehicle access point and the additional traffic from the new location of Penny Drive. During the pending of construction, these blocks will no longer be quiet neighborhood streets that are safe for families with young children to enjoy walks on. The area will become significantly more dangerous in terms of air pollution, noise pollution, and traffic safety. These changes will be drastic and negative.

Another potential effect of the proposal to move Penny Drive is disruption to our and our neighbors' sleep. I am worried about increased light pollution and noise pollution late at night due to cars driving to and from the emergency room. These effects should be studied and mitigated as well.

Sincerely,

Kerala Cowart
4715 45th Ave NE
Seattle, WA 98105

104

From: Constance Sidles <constancesidles@gmail.com>

Subject: Comments on Project 3036201-LU

Date: November 6, 2020 at 5:30:42 PM PST

To: prc@seattle.gov

Cc: Colin.Vasquez@seattle.gov, billand@aol.com

To: Seattle Department of Construction and Inspections
Attention: Colin Vasquez
700 5th Avenue, Suite 2000
PO Box 34019
Seattle WA 98124-4019

From: Constance Sidles for the Laurelhurst Community Club

Re: Comments on Project 3036201-LU

The Laurelhurst Community Club would like to express its dismay over the proposal to remove all 45 exceptional trees on the northeast part of the site to accommodate the construction of a new facility at Children's Hospital.

Removing these trees will cause harm to the environment in the following ways:

* Healing elements: Garden features are healing to patients as well as healthcare staff in medical facilities, as noted in the summary of research in the *Scientific American* (March 01, 2012). Scientists building on the body of work by the renowned Roger Ulrich at Texas A&M in 1984 found that integrating garden elements into hospital environments reduces stress and promotes healing for all ages. The best practices checklist noted, "the more greenery versus hard surfaces, the better. We found that a ratio of 7.3 to works best," states Cooper Marcus from University of California at Berkeley. Further, they noted that they heard from employees, who worked in their basement radiology department, that visits to green spaces, "[are] a big emotional lift." The research also found that "mature trees that draw birds...foster greater interaction with nature."

Seattle Children's campus should prioritize its mature trees and vegetation in Phase 3, and all other phases, to promote a more healing and restorative ecosystem on their campus from the inside/out. Replacing greenery with hard surfaces, which are not healing, and actually produce disturbing noise, is not beneficial to patients and their families, staff, nor to residents and families adjacent to the campus who see and hear the facilities' operations.

- Shade reduction impacts: Exceptional tree canopy significantly cools temperatures in the immediate environment of the trees. This effect was not considered in the original EIS, nor in any of the subsequent addenda. Yet, as we learn more about the effects of global warming, it becomes apparent that we must protect urban canopy as much as possible. Rather than destroying exceptional trees, we should be preserving them. Rather than removing or reducing urban tree canopy, we should be increasing it.

- Mental health impacts: The original EIS and subsequent addenda did not take into account the importance of urban wildlife on the mental health of our citizens. According to Seattle Audubon Society, "The birds, butterflies, bees, raccoons and other wildlife that visit our city are critical resources. Birds particularly so. They provide a daily point of contact with wildlife in Seattle unlike any other animal. The experiences birds provide in cities are increasingly important as fewer people, especially children, have experiences in "wild nature." Urban birds help urbanites connect with nature right in their own neighborhood. An individual's connection with nature is positively associated with pro-environmental behaviors (Rosa et al. 2018) and improved mental health (Bratman et al. 2012). Seattle Audubon cannot deliver on its mission without birds to drive the local connection to nature."

• Reduction of bird population impacts: A recent report notes the loss of 3 billion birds across the continent over the past 49 years (*Science* 2019). The abstract notes: "Species extinctions have defined the global biodiversity crisis, but extinction begins with loss in abundance of individuals that can result in compositional and functional changes of ecosystems. Using multiple and independent monitoring networks, we report population losses across much of the North American avifauna over 48 years, including once common species and from most biomes. Integration of range-wide population trajectories and size estimates indicates 30 a net loss approaching 3 billion birds, or 29% of 1970 abundance. A continent-wide weather radar network also reveals a similarly steep decline in biomass passage of migrating birds over a recent 10-year period. This loss of bird abundance signals an urgent need to address threats to avert future avifaunal collapse and associated loss of ecosystem integrity, function and services."

Urban birds depend on urban canopy for their survival. Removing all the proposed exceptional trees harms local populations of birds.

• Urban canopy impacts: The City of Seattle has committed to establishing a tree canopy cover of 30% citywide by 2037 and 40% over time (City of Seattle 2016). Removing exceptional trees from the proposed site will adversely impact this goal. Replacing exceptional trees with saplings reduces tree canopy for multiple generations of people and even more generations of wildlife. We are far better off retaining the exceptional trees we already have. That is no doubt why current Seattle Municipal Codes (SMC23 and SMC 25.11) expect that developers maximize tree retention throughout the development process, beginning with platting.

• Air quality impacts: The EIS and subsequent addenda did not take into account the adverse impact on air quality that removing exceptional trees will cause. (See, eg., 3.2.2.4 Significant Unavoidable Adverse Impacts With the implementation of the mitigation measures, no significant unavoidable adverse air quality impacts are anticipated.)

Yet we know that trees contribute significantly to the purity of our air. They do so through their canopy. Reducing tree canopy thus reduces the benefits large trees provide. Planting saplings in place of exceptional trees means we must wait many decades to achieve the same level of benefit. Meanwhile, we have seen in the past three years a significant loss of air quality due to forest fires in California, Oregon, British Columbia, and Washington, creating hazardous air for all of us in Seattle. Trees clean our air for free. Big trees clean more air. As a community, we should focus on retaining all the urban forest canopy we can, both on public and private lands. The proposed project does the opposite.

We know more now about the impacts that exceptional trees and groves have on air quality, temperature, urban wildlife, and mental health than we did when the original EIS and subsequent addenda were prepared.

We have no excuse to destroy significant amounts of exceptional trees without meaningful attempts to preserve them, and without meaningful ways to mitigate.

Children's current plans do not meet this standard.

The Laurelhurst Community Club respectfully asks that Children's make a serious attempt to preserve these exceptional trees, recognizing their critical value to the hospital patients, staff, and surrounding community, and also to the urban ecosystem we all share.

Sincerely,



Constance Sidles

Laurelhurst Community Club trustee, specializing in environmental issues; member, Seattle Audubon Society's Conservation Committee; master birder; president and owner of Constancy Press; nature author and publisher