DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave. NE
BELLEVUE, WA 98004

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT:	Overlake Hospital
LOCATION OF PROPOSAL:	1035 116th Avenue NE
DESCRIPTION OF PROPOSAL:	To install a helistop on the roof of the existing Childbirth Center building located within the Overlake Hospital campus. Installation will include a helipad (40'x40'), lighting and a ladder. There will be a maximum of 10 routine medical-related landings/departures per month, not including critically ill urgent medical emergencies.

FILE NUMBER: 08-128683-LM

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Department of Planning & Community Development. This information is available to the public on request.

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **January 2, 2009**.

☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project): or if the DNS was procured by misrepresentation or lack of material disclosure.

Carol V Helland
Environmental Coordinator

December 18, 2008
Date

OTHERS TO RECEIVE THIS DOCUMENT:
State Department of Fish and Wildlife
State Department of Ecology, Shoreline Planner N.W. Region
Army Corps of Engineers
Attorney General
Muckleshoot Indian Tribe

C Saari 12/18/08

City of Bellevue Submittal Requirements | 27a

ENVIRONMENTAL CHECKLIST

4/18/02

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

BACKGROUND INFORMATION

Property Owner: OVERLAKE HOSPITAL MEDICAL CENTER

Proponent: OVERLAKE HOSPITAL MEDICAL CENTER

Contact Person: LEE WANGERIN
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: WANGERIN ASSOCIATES, LLC
1011 196TH PL. SW
LYNNWOOD WA 98036

Phone: (425) 672-8719

Proposal Title: OVERLAKE HOSPITAL HELISTOP ADDITION

Proposal Location: 1035-116TH AVE. NE
BELLEVUE WA 98004 CROSS STREET: NE 12TH ST.
(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 ½" x 11" vicinity map that accurately locates the proposal site.

Give an accurate, brief description of the proposal's scope and nature:

1. General description: ADDITION OF A HELICOPTER LANDING PAD ON THE ROOF OF THE WEST GARAGE. INCLUDES A CONCRETE GURNEY PATH AND MODIFICATIONS TO S.E. STAIRWELL.
2. Acreage of site: HOSPITAL CAMPUS: 14.89 ACRES
   WEST GARAGE PARCEL: 2.0 ACRES
3. Number of dwelling units/buildings to be demolished: NONE
4. Number of dwelling units/buildings to be constructed: NONE
5. Square footage of buildings to be demolished: N/A
6. Square footage of buildings to be constructed: N/A
7. Quantity of earth movement (in cubic yards): N/A
8. Proposed land use: HOSPITAL (NO CHANGE)
9. Design features, including building height, number of stories and proposed exterior materials: EXSTING BUILDING: HEIGHT: 88.7', 6 STORIES, EXTERIOR: CONCRETE & E.I.F.S.
10. Other NEW HELIPAD WILL BE APPROX. 10" HIGH CONCRETE PAD 40'x40' ON EXISTING ROOF TOP. GURNEY PATH WILL ALSO BE 10" HIGH, 8'W. CONCRETE PATH TO ELEVATOR

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AUG 04 2008
PERMIT PROCESSING

Estimated date of completion of the proposal or timing of phasing: OCTOBER 30, ~~2008~~ 2009

08-128685-BM Building Permit BM permit submitted + currently under review.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. NO

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. NONE

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known. NO

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known. BUILDING PERMIT, LAND USE APPROVAL, LM (SEPA)

Please provide one or more of the following exhibits, if applicable to your proposal.
(Please check appropriate box(es) for exhibits submitted with your proposal):

☐ Land Use Reclassification (rezone) Map of existing and proposed zoning

☐ Preliminary Plat or Planned Unit Development
Preliminary plat map

☐ Clearing & Grading Permit
Plan of existing and proposed grading
Development plans

☒ Building Permit (or Design Review)
Site plan
~~Clearing & grading plan~~

☐ Shoreline Management Permit
Site plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: ☒ Flat ☐ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountains ☐ Other

b. What is the steepest slope on the site (approximate percent slope)? 4%

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. N/A SITE IS PAVED.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
NO

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. N/A

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. NO

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? NO CHANGE (ABOUT 95% NOW)

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: N/A

2. AIR

a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. OCCASSIONAL CONSTRUCTION VEHICLE TRIPS. ESTIMATE 3-5 TRIPS / DAY DURING CONSTRUCTION.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
NO

c. Proposed measures to reduce or control emissions or other impacts to the air, if any: CONSTRUCTION VEHICLES WILL BE EQUIPPED WITH EMISSION CONTROL SYSTEMS.

3. WATER

a. Surface

(1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If
NO.

appropriate, state what stream or river it flows into. N/A

(2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans. N/A

(3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. N/A

(4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. N/A

(5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. NO

(6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. NO

b. Ground

(1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description. NO

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. NONE

5. ANIMALS

a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

☐ Birds: hawk, heron, eagle, songbirds, other:

☐ Mammals: deer, bear, elk, beaver, other:

☐ Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site. NONE

c. Is the site part of a migration route? If so, explain. NO

d. Proposed measures to preserve or enhance wildlife, if any: NONE

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.
ELECTRICITY FOR LIGHTING

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
NO

c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any: LIGHTING WILL HAVE ENERGY CONSERVING LAMPS, Lights will be turned off when not in use.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. NO

(1) Describe special emergency services that might be required. N/A

(2) Proposed measures to reduce or control environmental health hazards, if any. N/A

b. Noise

(1) What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)? SOME TRAFFIC NOISE FROM I-405 BUT THIS WILL NOT AFFECT THIS PROJECT.

(2) What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example, traffic, construction, operation, other)? Indicate what hours noise would come from the site. SHORT TERM: SOME TRAFFIC AND CONSTRUCTION NOISE, LONG-TERM: NOISE FROM HELICOPTER TAKE-OFFS AND LANDINGS.

(3) Proposed measures to reduce or control noise impacts, if any:
A. PILOTS WILL ADHERE TO THE HELICOPTER ASSOC. INTERNATIONAL "FLY NEIGHBORLY" GUIDELINES.
B. HELICOPTERS ARE LIGHT TURBINE ENGINE TYPE - LOW NOISE.
C. ADJACENT TO HWY 405 - HIGH NOISE SOURCE.

8. Land and Shoreline Use

- Restrict # landings/mo.
- Restrict non-emergency flight paths to freeways

a. What is the current use of the site and adjacent properties? HOSPITAL. ADJACENT PROPERTY TO THE EAST: MEDICAL OFFICE BUILDINGS. TO THE SOUTH IS NE 10TH ST AND GROUP HEALTH MEDICAL OFFICE BUILDING.

b. Has the site been used for agriculture? If so, describe. NO

c. Describe any structures on the site. WEST GARAGE IS A 6-STORY CONCRETE BUILDING.
FIRST FLOOR: CONFERENCE CENTER & OUTPATIENT SURGERY CENTER
FLOORS 2-5: PARKING GARAGE
SIXTH FLOOR: CHILDBIRTH CENTER

d. Will any structures be demolished? If so, what? NO

e. What is the current zoning classification of the site? INSTITUTIONAL
MI-DA 1 / Master Plan

f. What is the current comprehensive plan designation of the site?
MI (MEDICAL - INSTITUTIONAL)

g. If applicable, what is the current shoreline master program designation of the site? N/A

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. NO

I. Approximately how many people would reside or work in the completed project? N/A

j. Approximately how many people would the completed project displace? NONE

k. Proposed measures to avoid or reduce displacement impacts, if any: N/A

i. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: NO CHANGES TO EXISTING USE,

Included w/ BM permit. LCX of (DR to Master Plan & DR Both Center bldg)

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. N/A

c. Proposed measures to reduce or control housing impacts, if any:
N/A

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? NO NEW STRUCTURES

b. What views in the immediate vicinity would be altered or obstructed? NONE

c. Proposed measures to reduce or control aesthetic impacts, if any: N/A

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
(4) SMALL FLOOD LIGHTS MOUNTED ON THE HELIPAD, SMALL "LED" OBSTRUCTION LIGHTS ON THE NE STAIRWAY AND ON THE MECH. PENTHOUSE.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
LIGHTS WILL BE DIRECTED DOWNWARD AT THE HELIPAD AND SHOULD NOT BE A SAFETY HAZARD TO TRAFFIC ON NE 12TH STREET (230 FT. FROM THE LIGHTS). LIGHTS WILL ONLY BE ON DURING HELICOPTER USE.

c. What existing off-site sources of light or glare may affect your proposal? NONE

d. Proposed measures to reduce or control light or glare impacts, if any: NONE REQUIRED. Lights will be directed downward so not to produce glare for pilots. Lights will be turned off when helicopter is gone.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? N/A

b. Would the proposed project displace any existing recreational uses? If so, describe. NO

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: N/A

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. NO

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site. N/A

c. Proposed measures to reduce or control impacts, if any: N/A

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. SITE SERVED BY NE 8TH STREET, NE 10TH STREET, AND 116TH AVE NE, NO CHANGE TO SITE ACCESS.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? YES TRANSIT STOP ON 116TH AVE. NE

c. How many parking spaces would be completed project have? How many would the project eliminate? N/A

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). NO

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. PROJECT WILL PROVIDE EMERGENCY AIR TRANSPORT FOR CRITICAL PATIENTS VIA HELICOPTER.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. 10 max- PROJECTED ~~1-3~~ HELICOPTER LANDINGS PER MONTH.

g. Proposed measures to reduce or control transportation impacts, if any: NO

15. Public Services

a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
NO

b. Proposed measures to reduce or control direct impacts on public services, if any.
N/A

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, ~~septic system~~, other.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
NO CHANGE

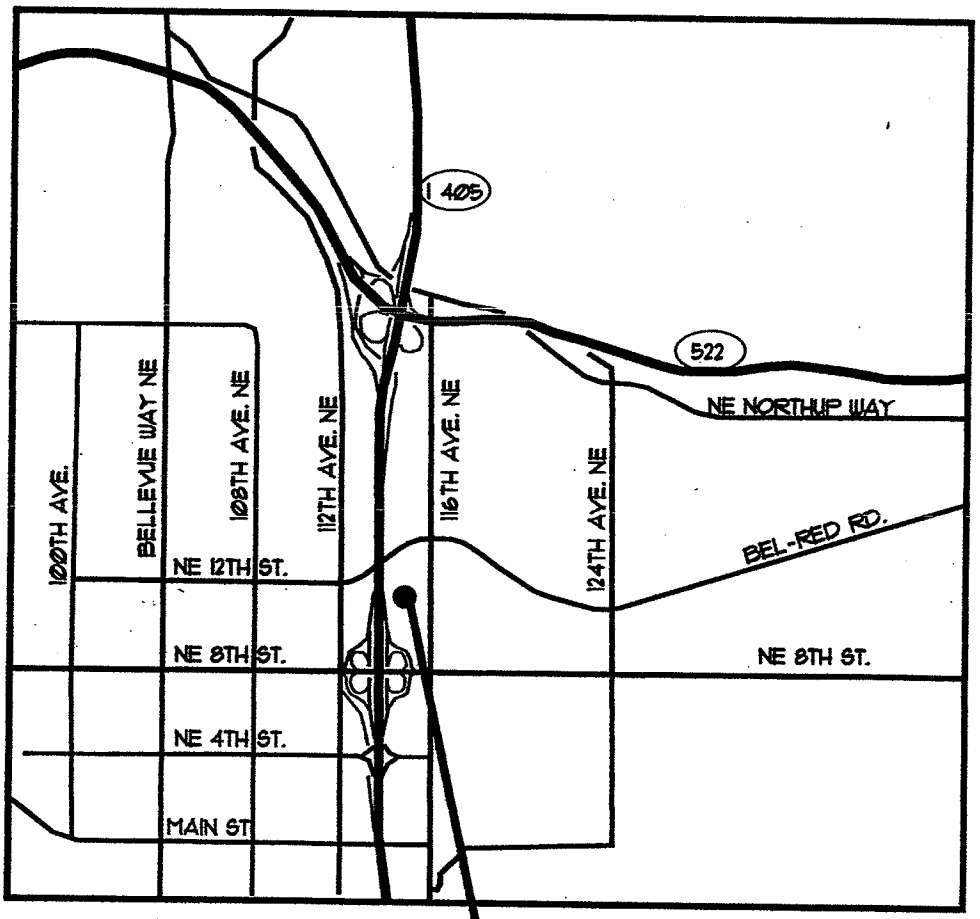
Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature.....

Date Submitted.....8-1-08

VICINITY MAP



BELLEVUE, WASHINGTON
MAP NOT TO SCALE

NORTH

RECEIVED
AUG 04 2006
PERMIT PROCESSING

City of Bellevue
Development Services Department
Land Use Division Staff Report

Proposal Name:	Overlake Hospital Helistop
Proposal Address:	1035 116th Avenue NE
Proposal Description:	To install a helistop on the roof of the existing Childbirth Center building located within the Overlake Hospital campus. Installation will include a helipad (approximately 40'x40'), lighting and a ladder. There will be a maximum of 10 routine medical-related landings/departures per month, not including critically ill urgent medical emergencies.
File Number:	08-128683-LM
Applicant:	Overlake Hospital
Decisions Included:	Determination of Non-Significance, (DNS)
Planner:	Carol Saari, Associate Planner Saari
State Environmental Policy Act Threshold Determination:	**Determination of Non-Significance (DNS)**

Carol V Helland

Carol V. Helland,
Environmental Coordinator

Application Date:	August 4, 2008
Notice of Application Date:	September 4, 2008
Decision Publication Date:	December 18, 2008
Appeal Deadline:	January 2, 2009

For information on how to appeal a proposal, visit Development Services at City Hall or call 425-452-6800 (TTY 425-452-4636). Appeal of the Decision must be received in the City Clerk's Office by 5 p.m. on the date noted for appeal of the decision.

I. Request/Project Description

Overlake Hospital proposes to install a helistop[1] on the roof of the existing Childbirth Center building located within the Overlake Hospital campus. Installation will include a helipad (approximately 40'x40'), lighting, a raised gurney path and a new ladder in the northeast stairwell. There will be no fuel storage, refueling or maintenance at this location. This facility will not be available to the general public, nor available for non-medical purposes or for rent.

There will be a maximum of 10 routine medical-related landings/departures per month, not including critically ill medical emergencies. The flight pattern will be along major highway corridors (I-405, I-90 and SR 520) for all routine flights, except those flights involving critically ill medical emergencies when the pilot will take the fastest path possible. The project installation and flight patterns will meet all Federal Aviation Administration (FAA) requirements.

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[1] **Definitions:**
Helipad. A helipad is a landing area for helicopters. Helipads are usually constructed out of concrete and are clearly marked so as to be visible from the air. Usually a helipad does not have fuel and maintenance services, as does a heliport. A helipad may be located at an airport, heliport or away from such facilities. For example, helipads are commonly placed on the roof of hospitals, large ships or on the roof of office towers.
Heliport. A heliport is an area of land or water or a structural surface which is used as a permanent facility for the landing and takeoff of helicopters, and any appurtenant areas which are used for heliport buildings and other facilities. Refueling, maintenance, repairs or storage of a helicopter is included in this definition.
Helistop. A helistop is the same as a heliport, except that no refueling, maintenance, repairs or storage of helicopters is permitted.

It is anticipated that the helistop will be used to transport patients from the accident/injury scene to Overlake Hospital for Level 3 Trauma treatment. Critically ill emergency patients will be transferred from Overlake Hospital to Children's Hospital in Seattle and to Harborview Hospital in Seattle for Level 1 Trauma Center treatment.[2]

At this time, it is anticipated that the helicopters will most likely fly from Boeing Field or Harborview Hospital. It is expected that their incoming fly time from either location will be about 8-10 minutes. Once landed, it is anticipated that the helicopter will be on the helipad for no more than 20 minutes. Of this time, about 1-2 minutes will be cool down and 1 minute will be warm up. It is anticipated that it will take approximately 8-10 minutes to fly to Children's Hospital and approximately 8-10 minutes to fly to Harborview Hospital from Overlake Hospital. The applicant proposes to use light turbine engine low noise helicopters.

II. Site Description and Context

The project site is the rooftop of the existing Overlake Hospital Childbirth Center building. This structure is six stories in height (1st floor conference center/outpatient surgery, floors 2-5 parking garage, 6th floor Childbirth Center).

This structure is located in the northwest corner of the Overlake Hospital campus. The Childbirth Center was built to structurally withstand the weight of a helicopter landing pad, helicopter and passengers. The applicant has a building permit application submitted for the helistop, which is currently under structural review by the Building Division. All structural details/calculations have been submitted by a certified structural engineer for review by the Building Division.

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[2] Note: A Level 1 Trauma Center provides emergency resuscitation, surgery, and intensive care at the highest level of care for patients with exceptionally severe injuries. This includes neurology, major trauma and burns. A Level I Trauma Center has transfer agreements with other hospitals for the care of patients with these complex traumatic injuries. Under the state Trauma Care System, other hospitals caring for trauma patients use Harborview and Children's for the highest level of care. Overlake Hospital is a Level 3 Trauma Center which provides care for trauma patients, with the exception of neurology, major trauma and burns.

III. Consistency with Land Use Code/Zoning Requirements

The site is zoned Medical Institution Development Area 1 (MIDA1). The Land Use Code permits helipads outright within this zone. A Conditional Use Permit is not required since the use is allowed outright in the MIDA1 zoning district.

Land Use Code 20.20.450 provides regulations for helicopters. The proposal meets the requirements of this section as follows:

1. All applications to construct a heliport must include the results of the appropriate Federal Aviation Administration (FAA) review. A determination of negative impact on navigable airspace by the FAA will result in denial of a land use or Building Permit unless the applicant agrees to comply with the recommendations to mitigate such impacts. The mitigating measures shall be made conditions of the land use or Building Permit.

   Response: The applicant has submitted FAA Form 7480-1 "Notice of Landing Area Proposal" to the Federal Aviation Administration for the helistop. A "no objection" letter is expected within two months. Federal Air Regulation Part 77 is the standard that FAA uses in its airspace reviews. Airspace serving this facility meets the FAA standards. The applicant will provide a copy of the FAA "no objection" letter prior to the City's approval of the occupancy of the helistop. See condition VII, A.

2. Heliport landing areas shall be at least 1.5 times the overall length of the largest helicopter expected to use the facility.

   Response: According to the FAA regulations, a helistop final approach and take-off area (FATO) shall be clear of obstructions to a degree that is at least 1.5 times the overall length of the largest helicopter expected to use the facility. The largest helicopter expected is the Agusta 109A. This helicopter has an overall length of 43 feet (ref. FAA advisory circular 150/5390-2B, Table A1-2). 1.5 times 43 is 64.5 feet. The final approach and take-off area is 65'. The proposal meets this requirement.

3. The heliport primary surface shall be of level grade and consist of a dust-proof surface.

   Response: The surface will be dust-proof and nearly level. The surface cannot be perfectly level because it needs to shed water. The actual slope is ¼" per foot over the landing pad.

4. Public use heliports shall be marked in accordance with FAA recommendations.

   Response: Not applicable. This is a private hospital helistop.

5. Private use and personal use heliports may be unmarked or marked with individualized markings recognizable to the pilots authorized to use the facility, but may not be marked with the same markings as a public use heliport.

   Response: The markings will clearly indicate a hospital, marked with a large "H." This is the industry standard for hospital helistops.

6. All heliports intended to accommodate night landings shall be lighted in accordance with FAA recommendations.

   Response: The proposal meets this requirement and will have lighting in accordance with FAA recommendations.

7. Access to heliport landing areas, except water surfaces, shall be controlled by physical restraints. If fences, walls, or parapets are used for access control, the minimum height shall be 42 inches.

   Response: Public access will be restricted by the physical location of the helistop on the roof of a six story building. The primary means of controlling access will be:(a) the elevator is key operation only; and (b) the northeast stairwell is locked at the first floor to prevent access to the roof. Once on the roof, there is a rooftop parapet 42" in height. The proposal meets this requirement.

8. All approaches to an area of helicopter operations will have conspicuous signs notifying those who approach the operation.

   Response: There will be a sign in the elevator lobby and in the northeast stairwell concerning the helistop on the roof.

9. Touchdown Pads.

   a. Recommended Touchdown Pad. The recommended dimension of a touchdown pad is equal to the rotor diameter of the largest helicopter expected to operate from the facility.
   b. Minimum Touchdown Pad. At a heliport that has an extremely low level of activity, smaller areas may be used. Pad dimensions are based on rectangular configurations. A circular pad having a diameter equal to the longer side of the rectangular configuration set forth in paragraph A.10.b.i. or ii of this section is acceptable. Skid or float length should be substituted for wheelbase as appropriate.
      i. Public Use Heliports. The minimum sized touchdown pad shall have a length and width at least 2.0 times the wheelbase and tread, respectively, or a diameter of 2.0 times the wheelbase of the largest helicopter expected to use the facility.
      ii. Private Use or Personal Use Heliports. The minimum sized touchdown pad shall have a length and width at least 1.5 times the wheelbase and tread, respectively, or a diameter of 1.5 times the wheelbase of the largest helicopter expected to use the facility.

   Response: The minimum size of the "touchdown pad" or structural landing area as recommended by the FAA is 1.5 times the width of the wheel base or width of the skids. The design helicopter has a wheel base width of 7.5 feet. 1.5 times this is 11.25 feet. The touchdown pad (structural landing area) is 40 feet wide. Therefore, the proposal meets this requirement.

10. Each helicopter landing area shall have at least one obstruction-free heliport approach path conforming to the definition of Heliport Approach Surfaces.

    Response: This helistop has three obstruction-free approach paths which conform to this definition. The definition refers to FAR Part 77 which is the standard that the FAA uses in its 7480-1 determinations. The proposal meets this requirement.

11. No obstructions, natural or manmade, will be permitted within the Heliport Primary Surface, Heliport Approach Surfaces, or Heliport Transition Surfaces.

    Response: The proposal meets this requirement. No obstructions, natural or manmade, will be permitted within the surfaces noted above.

12. The requirements of paragraphs of this section may be modified in special circumstances upon written technical evaluation and recommendation of the nearest FAA Airports District Office or Washington State Department of Transportation, Division of Aeronautics office.

    Response: The applicant is not requesting any modifications.

IV. Federal Regulations and Fly Neighborly Guide

The Federal Aviation Administration (FAA) has jurisdiction over airspace used for approaches and departures: Title 14 of the Code of Federal Regulations, Parts 77, 157. The applicant has applied for the appropriate approvals from FAA.

The Helicopter Association International has a "Fly Neighborly Guide" which is a voluntary noise abatement program for helicopter pilots. This includes flight paths, ground operations and approach/departures. The applicant states that the helicopter pilots will follow the Fly Neighborly Guidelines, except those flights involving critically ill medical emergencies when the pilot will take the fastest path possible.

V. State Environmental Policy Act

The environmental review indicates no probability of significant adverse environmental impacts as a result of the proposal. Therefore issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of the following documents: *(1) Draft Environmental Impact Statement (DEIS) Overlake Hospital Master Plan/NE 10th Street Extension, November 2004; (2) Final Environmental Impact Statement (FEIS) Overlake Hospital Master Plan/NE 10th Street Extension, February 2005; and (3) Addendum to the Final Environmental Impact Statement (FEIS) Overlake Hospital Master Plan/NE 10th Street Extension, April 2005.* These documents are available at the Records Room, City Hall, Lobby Level, 450 110th Ave. NE, Bellevue, WA 98009.

Adverse impacts which are less than significant are subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and related regulatory items correspond, no further documentation is necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.20.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A. Noise and Vibration

Noise and vibration are expected to increase during helicopter landings/departures.

Vibration could be experienced within Childbirth Center building. Existing Building structural codes address this issue. The helistop will be constructed to meet all applicable code requirements.

The Noise Ordinance Bellevue City Code 9.18.020 states that sounds originating from aircraft in flight are exempt from the noise regulations. This would apply to helicopters in flight. Noise on the helipad deck would be subject to the Noise Ordinance. Noise Ordinance 9.18.030.C.3 states that modifications to the Noise Ordinance may be permitted for short durations (i.e. an increase by 10 dBA for 5 minutes in any one-hour period). Class B (Commercial including MI districts) have a maximum permissible noise level of 60 dBA at the receiving property (to other Commercial zoned properties). Thus, for a short duration of 5 minutes (per hour) the noise level could increase to 70 dBA (60 dBA plus 10 dBA) at the receiving property.

According to the *Draft Environmental Impact Statement (DEIS), Overlake Hospital Master Plan/NE 10th Street Extension, November 2004,* ambient indoor noise levels for buildings on the hospital campus currently range from 50-65 dBA (during a 24-hour period); and ambient outdoor noise levels on the hospital campus range from 78-84 dBA (during a 24-hour period). The ambient outdoor noise level at the hospital campus (78-84 dBA during a 24-hour period) already exceeds the allowed exterior noise level for Class B properties (60 dBA at the receiving property line, 70 dBA for a short duration of 5 minutes in any one-hour period).[3]

It is expected that noise levels during helicopter landings/departures will increase 10-15 dBA for indoor noise levels within nearby office buildings and by 10-15 dBA for outdoor noise levels on the campus. This increase would be equivalent to a diesel truck driving by. Noise levels are also expected to increase in neighborhoods/areas within the flight paths. The levels of noise will depend upon the elevation of the helicopter.

It is acknowledged that outdoor ambient noise levels at the Overlake Campus already exceed the Noise Ordinance levels and that noise levels will slightly increase as a result of this proposal (indoor and outdoor). Therefore, mitigation is appropriate.

In order to mitigate the potential increase in noise levels, the number of routine landings/departures should be limited to 10 per month, not including critically ill medical emergencies. And, the flight paths should be restricted to major highway corridors (I-405, I-90 and SR 520) for all routine flights, except those flights involving critically ill medical

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[3] According to the *Draft Environmental Impact Statement (DEIS), Overlake Hospital Master Plan/NE 10th Street Extension, November 2004,* interior noise levels are dominated by the HVAC system and activities within the building; exterior noise levels are dominated by traffic noise, primarily from the adjacent freeway I-405.

emergencies when the pilot will take the fastest path possible. See conditions VII.B and C. It is anticipated that these conditions will adequately mitigate the potential noise impact from this proposal.

B. Light and Glare

Night lighting for the helipad will be turned on when a landing/takeoff is expected at night. There is the potential for light and glare for pilots. Lights will be directed downward so there will be no glare for the pilots. (Note: This is also a FAA requirement.) It is anticipated that the night lighting will be turned on a few minutes before landing. Once the departure is complete, the lights will be turned off. It is anticipated that this will adequately mitigate this potential glare impact to pilots. Because the height of the helipad (rooftop of six story building) is above the level of the adjacent public streets, there is not anticipated to be any light and glare impacts to drivers from the helicopter or helistop lighting.

VI. Public Comment

Notice of Application was published in the City of Bellevue's *Land Use Bulletin* and the *Seattle Times* on September 4, 2008.

The City received one email from a neighbor that requested flight paths follow the freeways so as to reduce the noise impact to neighborhoods. The applicant has agreed to this, except in critically ill medical emergencies when the pilot will take the fastest path possible. See condition VII, C. There were no written letters or phone calls.

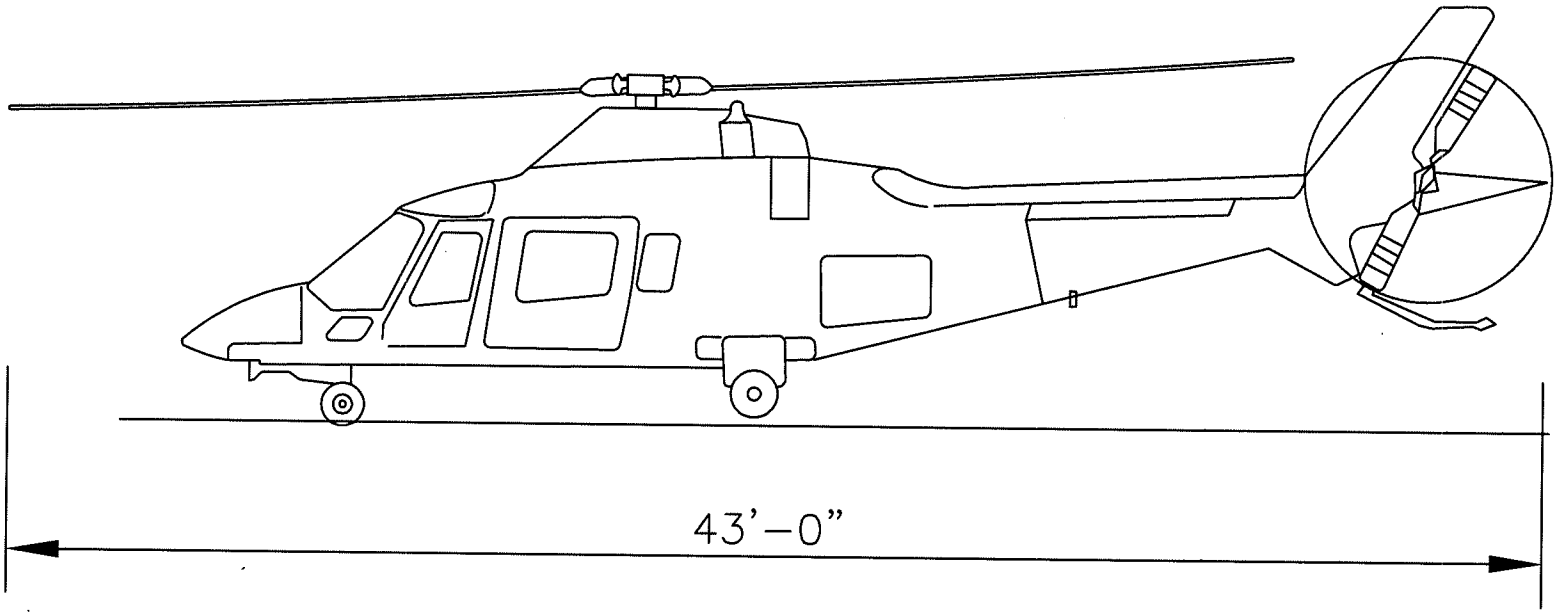
VII. Conditions of Approval

The following conditions are imposed under authority referenced:

A. The applicant shall provide a copy of the FAA's "no objection" letter (Form 7480-1 "Notice of Landing Area Proposal") prior to the City's approval of the occupancy of the helistop.
   AUTHORITY: Land Use Code 20.20.450
   REVIEWER: Carol Saari, Development Services Department

B. Restricted to a maximum of 10 helistop routine medical-related landings/departures per month, not including critically ill medical emergencies.
   AUTHORITY: Bellevue City Code 9.18
   REVIEWER: Carol Saari, Development Services Department

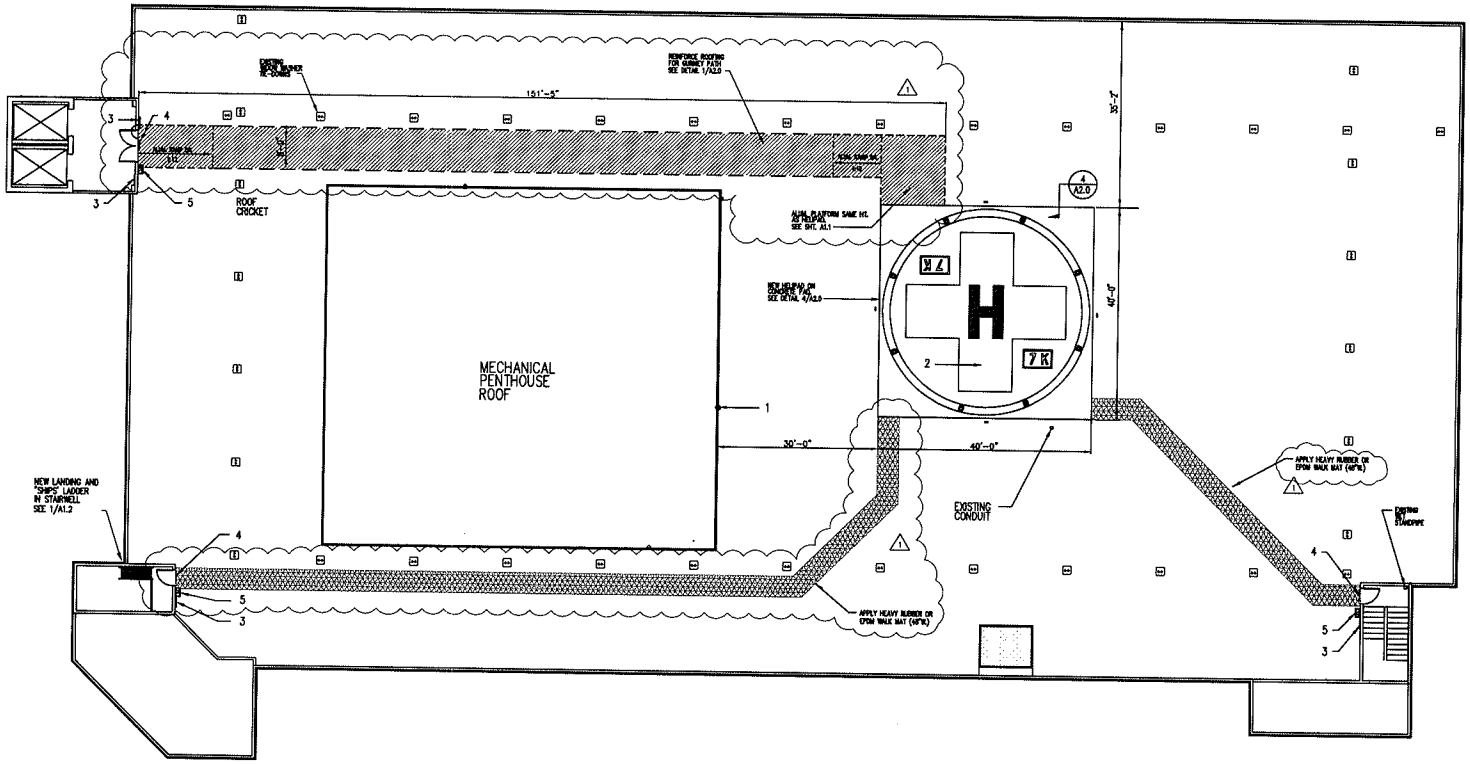
C. Flight paths to be restricted to major highway corridors (I-405, I-90 and SR 520) for all routine flights, except those flights involving critically ill medical emergencies when the pilot will take the fastest path possible.
   AUTHORITY: Bellevue City Code 9.18
   REVIEWER: Carol Saari, Development Services Department



AGUSTA 109A

OVER-ALL LENGTH: 43'
WHEELBASE: 6'

Scale: 3/16" = 1'-0"



WEST GARAGE ROOF PLAN
HELIPAD ADDITION
SCALE: 3/32"=1'-0"

NO.	DATE	REVISION
1	10/2/08	AGENCY CORRECTIONS

OVERLAKE HOSPITAL MEDICAL CENTER
1035 116th Ave. N.E.
BELLEVUE, WASHINGTON

Project
OVERLAKE HOSPITAL MEDICAL CENTER
HELISTOP ADDITION
ROOFTOP OF WEST GARAGE

Sheet Title
WEST GARAGE ROOF PLAN

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Date of Issue July 25, 2008
Job Number 200814
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