



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: Children's Hospital Ambulatory Health Care Center

Proposal Address: 1500 116th Avenue NE

Proposal Description: Application for Design Review approval and a Critical Areas Land Use Permit to construct a new ambulatory health care center. The building will be approximately 85,000 square feet, two stories, and provide approximately 230 parking stalls. The site will include landscaping associated with the building and parking area, along with a meadow and walking path.

File Number: 08-129316-LD and 08-129318-LO

Applicant: Jeff Giuzio, Seneca Group

Decisions Included: Design Review and Critical Areas Land Use Permit (Process II)

Planner: Mike Upston, Senior Planner

State Environmental Policy Act Threshold Determination: Determination of Non-Significance

Carol V. Helland

Carol V. Helland, Environmental Coordinator
Development Services Department

Director's Recommendation: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department

By: *Carol V. Helland*

Carol V. Helland, Land Use Director

Notice of Application: September 25, 2008
Notice of Decision: January 22, 2009
Appeal Deadline: February 5, 2009

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
 ENVIRONMENTAL COORDINATOR
 450 110th Avenue NE
 BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT:

Jeff Giuzio, Seneca Group

LOCATION OF PROPOSAL:

1500 116th Avenue NE, Bellevue, WA

DESCRIPTION OF PROPOSAL:

Application for Design Review approval and a Critical Areas Land Use Permit to construct a new ambulatory health care center. The building will be approximately 85,000 square feet, two stories, and provide approximately 230 parking stalls. The site will include landscaping associated with the building and parking area, along with a meadow and walking path.

FILE NUMBER: 08-129316-LD

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 Development Services Section. This information is available to the public on request.

- There is no comment period for this DNS
- 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 _____
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment from the date below. Comments must be submitted 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.

Carole V. Hellenand
 Environmental Coordinator

1/22/09
 Date

OTHERS TO RECEIVE THIS DOCUMENT:

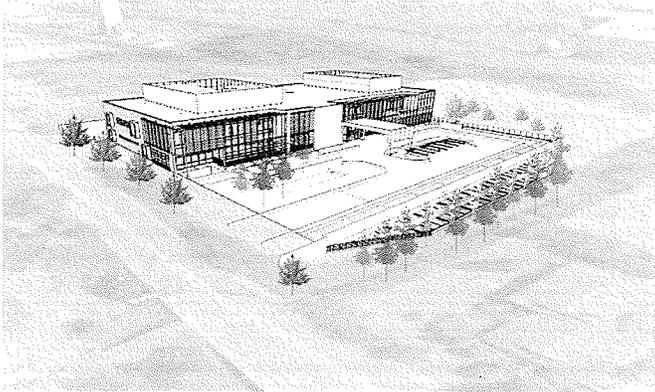
- State Department of Fish and Wildlife
- State Department of Ecology, Shoreline Planner N.W. Region
- Army Corps of Engineers
- Attorney General
- Muckleshoot Indian Tribe

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Attachments: Project Plans

I. REQUEST/PROPOSAL DESCRIPTION



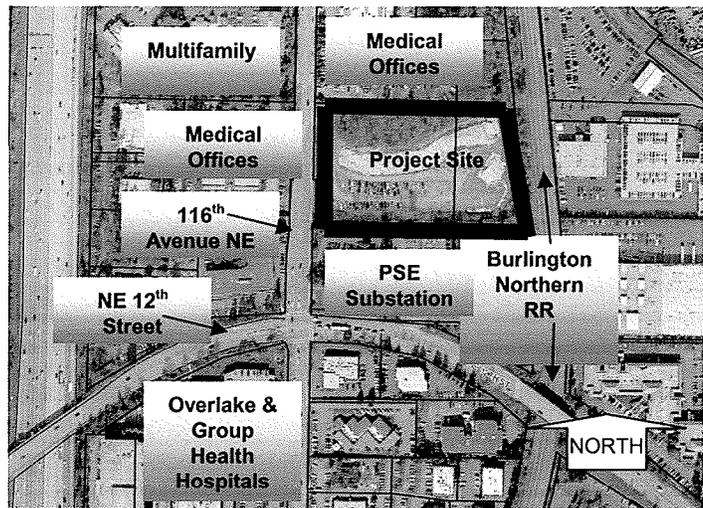
Application for Design Review approval and a Critical Areas Land Use Permit to construct a new ambulatory health care center.

The building will be approximately 85,000 square feet, two stories, and provide approximately 230 parking stalls. The site will include landscaping associated with the building and parking area, along with a meadow and walking path.

II. SITE DESCRIPTION, ZONING AND LAND USE CONTEXT

A. Site Description

The approximately five acre project site fronting on 116th Avenue NE is on vacant land which was re-graded in years past and used recently for Overlake Hospital construction stockpiling and parking. There are significant trees along the site perimeter, a wetland near the eastern property line, and a small area that exceeds 40% slope. The site drops almost 50 feet from 116th Avenue NE (west) to the railroad right-of-way (east).



B. Context and Zoning

The property is located approximately ¼ mile north of the Overlake Hospital campus. There are medical offices to the west, north and south, as well as a Puget Sound Energy substation to the south. The railroad right-of-way is to the east and Interstate 405 is approximately ½ mile to the west.

The City's vision for the 116th Avenue NE corridor here is that it become more heavily used for medical services. The project site has been recently rezoned to Medical Institution District/Development Area 3 (MI-DA3).

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Uses

Uses are regulated by Bellevue Land Use Code (LUC) sections 20.20 (General Development Requirements), 20.25H (Critical Areas Overlay District), and 20.25J (Medical Institution District). The proposed use is permitted in the Medical Institution District subject to Design Review approval and on this parcel subject to a Critical Areas Land Use Permit.

2. Dimensional Requirements

All applicable dimensional requirements for LUC 20.20 (General) and 20.25J (Medical Institution District) will be met. Refer to the following for specifics.

Zone: MI-DA3	Permitted/Required	Proposed
Height	100 feet (LUC 20.25J.030)	40.5 feet
Lot Coverage	75% (LUC 20.25J.030)	30%
Setbacks	0’ setback on 116 th Avenue NE and a side/rear setback of 20’ (LUC 20.25J.030)	24’ setback on 116 th Avenue NE and a side/rear setback of 40’ +.
FAR	1.0 maximum (LUC 20.25J.030)	0.36
Landscape	As prescribed under LUC 20.25J.060 unless the criteria for an Alternative Landscape Option are met.	Alternative Landscape Option proposed. See discussion below under ‘Landscaping.’
Parking	Performance standards (LUC 20.25J.050)	See discussion below under ‘Parking.’
Loading	One off-street area per LUC (LUC 20.20.590.K.4)	Not shown on plans – <u>see condition of approval included in section X.</u>
Recycling & Solid Waste Collection Area	An area measuring at least 170 SF, as calculated here: 2 SF/1,000 SF @ 85,000 SF = 170 SF minimum. (LUC 20.20.725)	Provided at the loading dock. <u>A condition of approval is included in Section X of this report requiring coordination with Rabanco.</u>
Mechanical Equipment	Locate on the roof or below grade and visually screen. (LUC 20.20.525)	15’ screen wall designed as an architectural enhancement.

Parking (LUC 20.20.590 and 20.25J.050.A): The facility is considered an "unspecified use" in the Land Use Code for parking requirements. An independent parking study by TranspoGroup (*Transportation Impact Study* dated September 2008) identified a need for 230 parking stalls. Following are key points from that study.

- In the study, Transpo based parking demand on an assessment of projected employee and patient loads. This methodology was selected because the space (i.e. large waiting areas, outpatient surgery and recovery areas, sleep lab and imaging) appears to be less densely utilized (lower employee and patient volume) than the more typical uses found in the land use code or in industry documentation, such as *ITE Parking Generation*.
- Based on information provided by the applicant, founded on a combination of their experience at other Children's facilities and projected patient census, it is estimated that there would be up to 94 total employees (including doctors, professional staff, administrative staff and support, and volunteers) on site at any given time. Additionally, there would be up to 85 patients being treated or waiting at peak activity. This adds up to a total of approximately 180 employees and patients on site at any given time.
- Children's floor plan includes a large portion of the building dedicated to common areas. Physical Therapy, Sleep Clinic, Imaging and Surgery Center are less densely populated due to equipment and physical space requirements. This is one of the contributing factors for the low employee and patient projections provided by Children's.
- The parking analysis notes that a Transportation Management Program (TMP) offers incentives similar to those provided for employees at the Seattle Children's Hospital facility and their Sandpoint Way clinic. The report notes that at the Seattle campus they currently achieve an employee single occupancy vehicle (SOV) rate of approximately 40%. A similar SOV rate is achieved at the Children's medical office building in Seattle. TMP plan elements for the Children's Bellevue proposal include the following:
 - Transportation coordinator
 - Promotion of program and posting of information
 - Monthly commuter bonus for non SOV commuters
 - Flexpass (fully subsidized transit fees) for employees and physicians
 - Preferential parking for vanpools and carpools
 - Showers, lockers and secure bike parking
 - Guaranteed Ride Home program
 - Charges to employees for parking on site

The project proposes 230 parking spaces. This equates to a parking supply of approximately 2.7 spaces per 1,000 square feet of building space.

LUC 20.20.590.F.1 requires a minimum of 1 parking space per bed for "Hospital" uses and 4.5 spaces per 1,000 square feet for Medical Office Building (MOB).

Note: while the Land Use Code allows 4.5 spaces to be built, a proposed MOB building has to show how they would accommodate a supply of an additional 0.5 spaces per 1,000 square feet (for a total of 5.0 spaces per 1,000 square feet) should

the 4.5 ratio prove inadequate. For comparison, information available in *ITE's Parking Generation* indicate the following:

- Medical Office Building: analysis including data from 18 study sites, measured peak parking demand ranged from a minimum of 2.34 to a maximum of 5.35 vehicles per 1,000 square feet, with an average rate of 3.53 stalls/1,000 SF.
- Suburban Hospitals: analysis included 20 study sites, measured peak parking demand ranging from a minimum of 1.06 vehicles per bed to a maximum of 13.72 vehicles per bed with an average rate of 4.72 vehicles per bed.

The proposed supply of 2.7 spaces per 1,000 square feet is within the observed parking demand (minimum observed was 2.34 spaces/1,000 SF). Given the proximity to existing and future transit service, the success of Children's and Overlake Hospital TMP programs, and the relatively low projected staffing levels and patient census, the proposed parking supply is adequate to meet the expected peak parking demand.

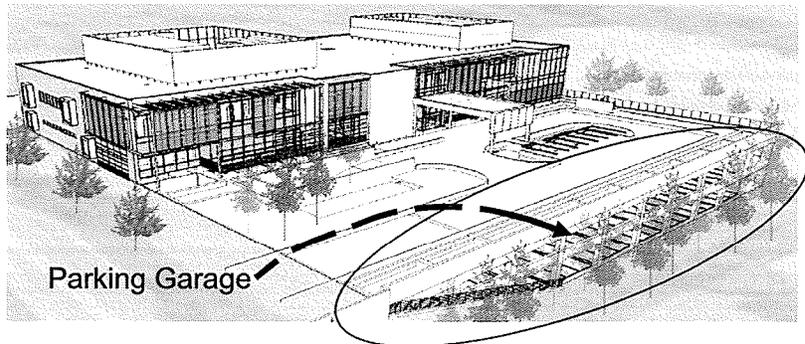
Performance Standards for Parking Structures (LUC 20.25J.050.A.2)

a. Driveway openings from public rights-of-way are limited and the number of access lanes in each opening are minimized.

This project provides two driveway openings from the public right-of-way, one to the north (2 lanes) for service trucks and delivery, and one to the south for main public parking and patient drop off. See attached plan sheet L1.00.

b. The structure exhibits a horizontal, rather than sloping, building line, as viewed from 116th Ave. NE and NE 12th Street.

The parking component of this project does not front on 116th Avenue NE. The south façade of the parking garage will be visible from 116th Avenue NE as it daylights to the east. This façade will be screened with bamboo.



c. The dimension of the parking structure abutting pedestrian areas is minimized. If parking structure abutting pedestrian areas is necessary for functional reasons, mitigation shall be provided through the addition of planting, modulation, materials variation, artwork or other features that would cover at least 50 percent of the parking structure facade area unless a smaller coverage area is approved through a Master Development Plan approval.

See comments under subsection b above. In addition, the parking structure is below grade where it abuts 116th Avenue NE.

d. The parking structure complies with the requirements of the Design Review Guidelines of LUC 20.25J.080. The parking structure complies; parking is below the building.

e. A wall or other screening of sufficient height to screen parked vehicles from views from adjoining rights-of-way and which exhibits a visually pleasing character is provided at all above-ground levels of the structure.

See comments under subsections b & c above.

f. Safe pedestrian connection between the parking structure and the principal use exists. In addition to parking being located under the building, vehicle and pedestrian circulation is separated. See plan sheets L1.00 and A2.01.

g. Loading areas are provided for vanpools/carpools.

These are provided on top of the garage. See plan sheet L1.00.

h. Vehicle height clearances for structured parking must be at least seven and one-half feet for the entry level to accommodate vanpool parking.

Height clearances have been verified to accommodate vans.

i. For all uses, no more than 25 percent of the required parking spaces may be designed and constructed in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.12.

25% of the 237 parking stalls provided will be compact. See plan sheets A2.01-2.03.

B. Special Provisions of the Land Use Code – Medical Institution District

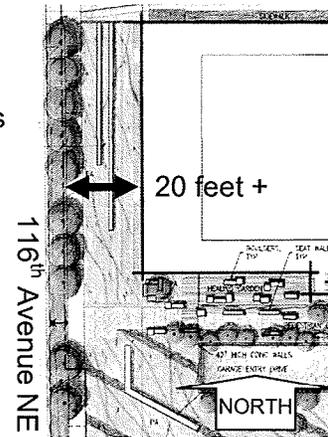
Transportation Management Program (LUC 20.25J.050.B): The requirements of a transportation management program (TMP) for medical clinics and other health care services that are over 50,000 square feet include:

- Posting of ridesharing, transit and other TMP information.
- Distribution of ridesharing and transit information.
- Provision of a Transportation Coordinator.
- Preferential parking for carpools and vanpools.
- Provision of a financial incentive to non-SOV commuting employees.
- Provision of a Guaranteed Ride Home program.

As noted in the Parking section above, all of these program elements are included in Children's existing TMP and will be included at the proposed site.

Commute Trip Reduction (LUC 20.25J.050.C): The Commute Trip Reduction (CTR) program applies to "affected employers" which includes sites with at least 100 full time employees that arrive at work between 6:00 and 9:00 AM. Currently, the projected employee headcount for the building is less than the 100 employee threshold. However, if that number increases to exceed 100 employees, the health care center would be required to adopt the CTR program. In the meantime the TMP (see discussion above), which includes many CTR program elements, will be provided. A condition of approval is included in section X of this report stating that if the employee census does meet the threshold for inclusion in a CTR program, the site will be required to comply with all reporting, surveying and other CTR related requirements.

Streetscape (LUC 20.25J.070): The proposal complies with LUC 20.25J.070.A Streetscape Design Requirements – Sidewalks. The minimum width of sidewalks located on 116th Avenue NE is eight feet plus four feet in which street plantings are to be installed plus six inches of curb. This project provides the necessary eight foot wide sidewalk and nine feet for street plantings. See plan sheets L1.00 and L1.10.



Design Review Guidelines (LUC 20.25J.080):

General Guidelines (LUC 20.25J.080.A)

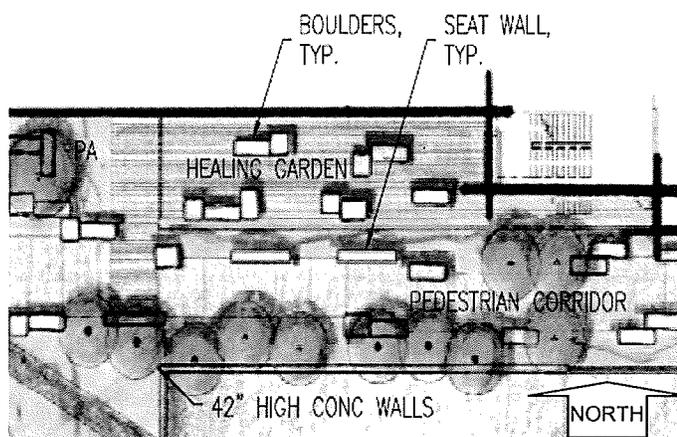
Subject to LUC 20.25J.015.A, single building sites are not required to prepare Master Development Plans, therefore no further information is provided for this section.

Site Design Guidelines (LUC 20.25J.080.B)

Following are each if the Site Design Guidelines listed in LUC 20.25J.080.B and a brief response:

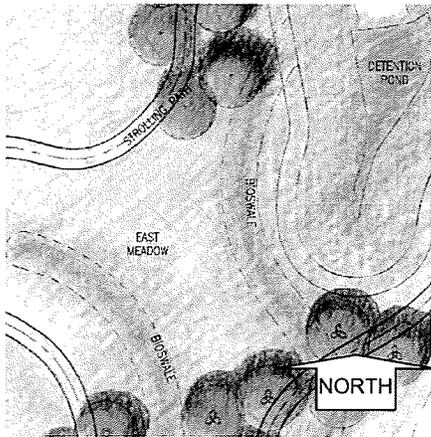
1. *Develop site improvements and amenities consistent with the phasing approved in the Master Development Plan.*

No phasing is proposed nor, as explained above, is a Master Development Plan. Amenities to be constructed as part of this project include a private healing garden (shown at the right) and children's play area, and the proposed east meadow will contain a strolling path and groupings of trees selected for seasonal interest. This design accommodates a planned link between 116th Avenue NE and the future bike trail to the east through the Sound Transit and PSE easement to the south of the parking garage.



2. *Provide visual and functional connections between uses within the District by incorporating areas of vegetation, outdoor spaces and pedestrian connections.* Pedestrian access from 116th Avenue NE to the building and beyond to the east meadow occurs along the south façade of the building. The pedestrian access uses human-scale design elements such as benches, entry canopies, and natural stone landscaping elements as well as variations in paving and lighting to provide a welcoming experience.

3. Provide outdoor spaces to promote visually pleasing, safe and healing/calming environments for workers, patients and visitors. Solar access to and from the open space areas should be considered and maximized to the extent feasible.



This project provides outdoor spaces that promote visually pleasing, safe and healing/calming environments for workers, patients and visitors.

4. Enhance the buildings and site with landscaping which includes living plant material as well as special pavements, trellises, screen wall planters, water, rock features and site furniture.

Special paving, screen walls, stone boulders and site furnishings are proposed to enhance the building and site. The parking garage walls, south building façade and north buffer walls have green screens to provide a diverse variety of color and texture throughout the seasons.

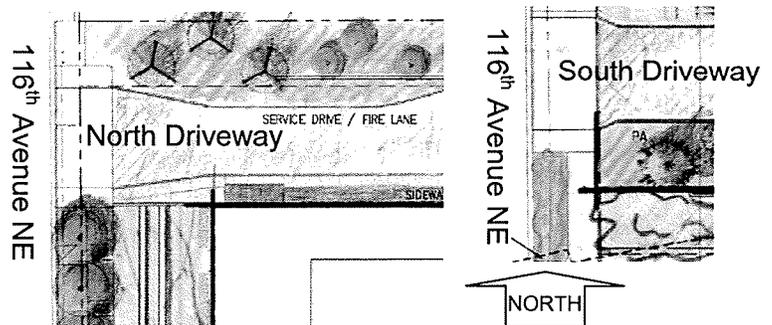
5. Convey an image of public use and identify each major medical institution within the Medical Institution District as a prominent landmark in the community through the location and configuration of major structures, gateways and landscaping.

Exterior building signage in conjunction with an up-lit colored glass mechanical screen that helps act as a large scale wayfinding element will convey an image of public use. An identity wall will also support this.

6. Functionally relate the structures and site layout, including landscaping, gateways, internal circulation patterns, pedestrian connections, plazas and seating areas and provide physical connections to adjacent site development.

To the south is a PSE substation and medical office building. To the north is another medical office building. This area of 116th Avenue NE is within the Medical Institution land use district.

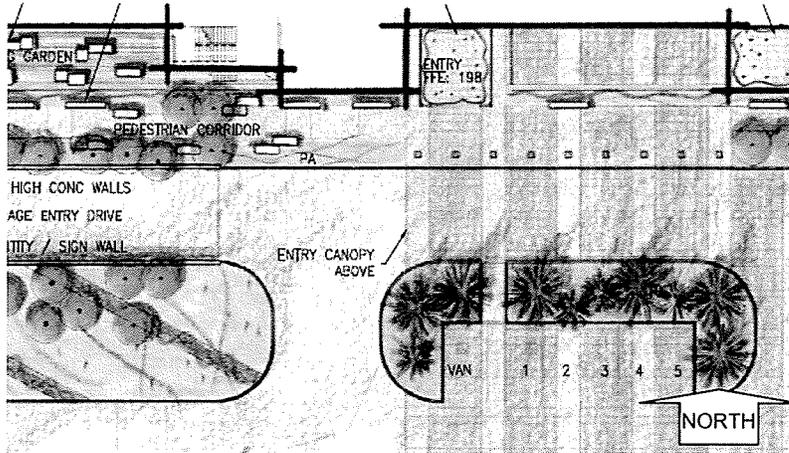
7. Locate vehicle entry points in safe, obvious and convenient locations to promote simple way-finding for new visitors. Two vehicle entry points are proposed off 116th Avenue NE at the north and south ends of the property, along with a monument-style entry sign.



8. Provide obvious and inviting pedestrian routes. Design connections to form logical routes from origins to destinations. Use trees and landscaping to provide definition and enclosure for pedestrian connections.

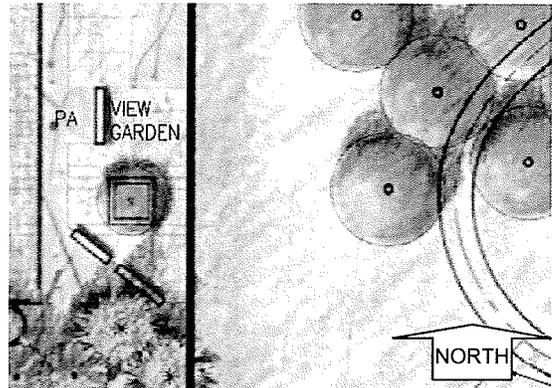
The project provides obvious and inviting pedestrian routes through the use of special paving, screen walls, stone boulders, site furnishings and an entry canopy.

9. Coordinate vehicular and pedestrian access which minimizes interaction and avoids creation of unsafe crossings. Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance or landscaping.



The vehicular and pedestrian crossings have been minimized by moving the majority of the parking to below the building. Landscaping and bollards provide a safe environment for pedestrian traffic.

10. Locate vehicle drop-off areas in close proximity to building entries. Auto drop-off is outside the front entrance of the building.

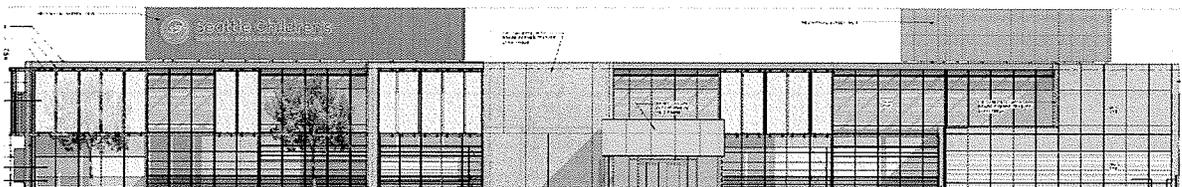


11. Gateways and Outdoor Spaces Interior to the Site. An outdoor healing garden, café and overlook to the east meadow –as well as the meadow itself - is provided to staff, patients and visitors to the hospital. These elements serve as amenities for users of the facility, as well as provide an open space connection for the public benefit.

Building Design Guidelines (LUC 20.25J.080.C)

Following are each if the Building Design Guidelines listed in LUC 20.25J.080.C and a brief response:

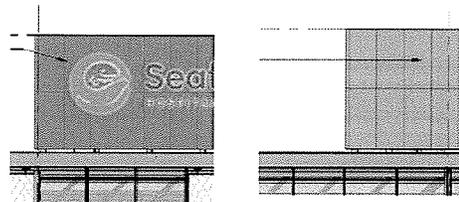
1. Each structure must promote quality design and enhance the coordination of development within the Master Development Plan. Materials, finishes, and details should be superior in quality.



The materials proposed are pre-cast concrete with a cedar board texture finish, curtain wall at the public entrance to provide a transparent and welcoming experience, and aluminum and stainless steel sunshades along the south façade to provide solar shading for the building and outdoor spaces. The entrance canopy will incorporate colored glass as a feature to make a clear and identifiable entrance that mimics the colored roof top mechanical screens. See materials sheet included in the attached project plans.

2. *Design roof forms and building massing that create a visual identity for the institution through interesting and unique shapes. In the Medical Office Perimeter Development Area, buildings above 75 feet should provide a distinctive identity and sculptural effect on the campus skyline by shaping the upper floors through stepbacks and by utilizing distinctive and integrated rooftop appurtenances.*

The building will have an up-lit colored glass mechanical screen wall that acts as a large scale wayfinding element. Overlake Hospital also uses a similar application of color and light on the exterior for wayfinding. See plan sheet A3.01.



3. *Ensure that vegetation, unique architectural forms and materials are the predominant image from the freeway by giving special attention to the structures facing freeway corridors.*

This project cannot be seen from the freeway.

4. *Avoid blank facades on buildings facing I-405 and associated access ramps. Generally, a blank facade would consist of predominantly windowless areas. If such facades are necessary for functional reasons, they should be mitigated by the addition of planting, modulation, materials variation, artwork or other features.*

This project cannot be seen on the freeway.

5. *Minimize the visual impacts of parking by integrating parking facilities into the site and with surrounding development.*

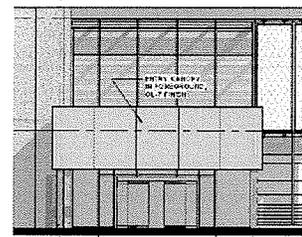
Parking is below the building.

6. *Locate service areas for trash dumpsters, loading docks and mechanical equipment away from public rights-of-way where possible. Screen views of those elements if they cannot be located away from public frontages.*

Loading docks and trash dumpsters are 17 feet below 116th Avenue NE and are inside the building envelope. See plan sheet A2.01. As mentioned previously, the building will also have an up-lit colored glass mechanical screen wall.

7. *Incorporate weather protection and pedestrian amenities for transit facilities.*

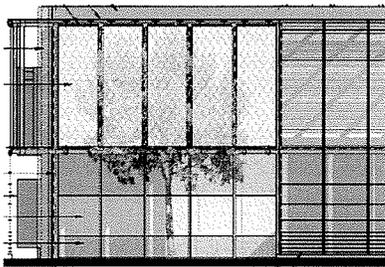
The entrance canopy will incorporate colored glass as a feature to make a clear and identifiable entrance that mimics the colored roof top mechanical screens.



Street Frontage Design Guidelines (LUC 20.25J.080.D)

Following are each if the Street Frontage Design Guidelines listed in LUC 20.25J.080.D and a brief response:

1. *Avoid blank facades on buildings located on the perimeter of the Medical Institution District or on buildings that are highly visible from public rights-of-way. Generally, a blank facade would consist of a windowless area that is larger than 1,000 square feet. If such facades are necessary for functional reasons, mitigation shall be provided through addition of planting, modulation, materials variation, artwork or other features that would cover at least 50 percent of the blank facade area unless a smaller coverage area is permitted through a Master Development Plan approval.*



The west building elevation is highly visible from 116th Avenue NE, as is the south-facing side of the building to northbound traffic and pedestrians. The west elevation is well-articulated with board-formed colored concrete, wood slat screen and tension cables, windows, colored rooftop mechanical equipment screen, and entry canopy's side profile. The south elevation includes these elements, in addition to the majority being curtain wall and textured glass, exposed steel framing, and ornamental sunscreens.

2. *Provide ground floor building elements that are accessible and comfortable to pedestrians through use of human-scale design elements, such as recessed entries, entrance canopies, planters, benches, variations in paving materials and lighting features.*

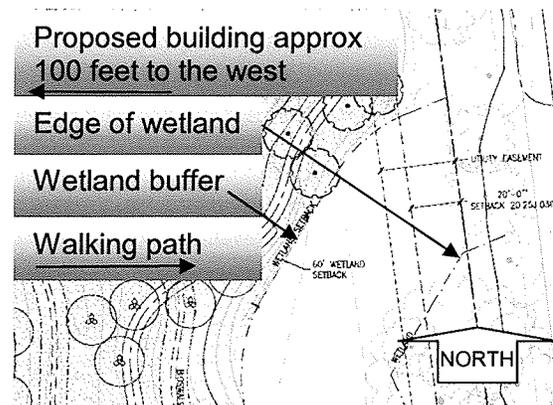
The facility incorporates clear and safe public access from 116th Avenue NE by creating a well landscaped pedestrian path along the south façade of the building. This is achieved through clear separation of pedestrian and vehicular traffic. The pedestrian path includes human-scale design elements such as benches, entry canopies, and natural stone, as well as variations in paving and lighting to provide a welcoming experience.

3. *Provide weather protection through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies and entries of sufficient size and accessibility; and*
4. *Design entries to be clearly identifiable from the public rights-of-way adjacent to the Medical Institution District.*

A weather-protected entrance canopy is proposed. As shown above, the canopy incorporates colored glass to highlight the entrance and mimic the colored roof top mechanical screens.

C. Special Provisions of the Land Use Code – Critical Areas Overlay District

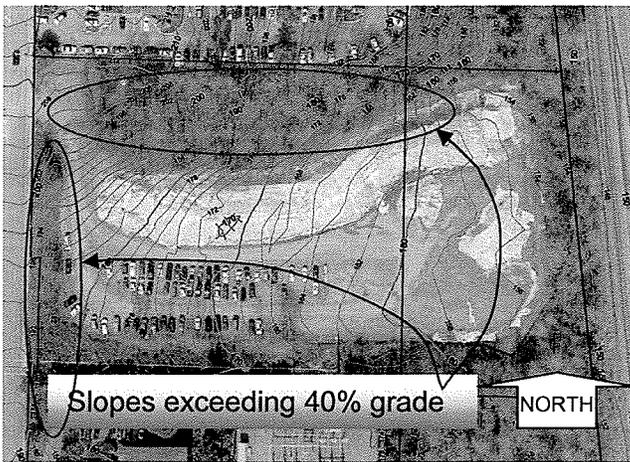
A wetland exists on the east side of the property and steep slopes exceeding 40% exist in two locations on the west side of the property.



Wetlands (LUC 20.25H.095 - 110)

A Category III Wetland confirmed by The Watershed Company as described in their *Wetland Delineation Study* dated January 29, 2008 and available in the Design Review project file for viewing. This wetland, along with its associated 60 foot buffer and additional 15 foot structure setback in accordance with LUC 20.25H.035, is depicted on attached Site Plan sheet L1.00. No modifications are proposed for the wetland and all proposed development is in compliance with LUC 20.25H.035.

Geologic Hazard Areas (LUC 20.25H.120 - 145)



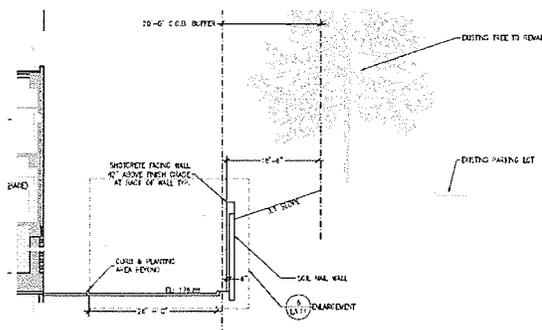
In addition to being indicated on this graphic, slopes exceeding 40% grade are identified on a Slope Categories drawing dated March 25, 2008 in the project file. Modification to the buffer and setback as outlined in LUC 20.25H.230 is proposed. The criteria for modification is to demonstrate that the project proposal produces an equivalent or better critical area function. This criteria is addressed in the *Geotechnical Engineering Design*

Study dated July 14, 2008 and Hart Crowser's steep slope critical area letter dated September 25, 2008. Both of these documents are available for viewing in the Design Review project file, and key points are highlighted below.

LUC 20.25H.125 Performance standards – Landslide hazards and steep slopes.

Development within a landslide hazard or steep slope critical area or the critical area buffers of such hazards shall incorporate the following performance standards in design of the development, as applicable.

A. Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography. The existing topography in the western portion of the site will remain unaltered except in those areas where permanently shored cut and fill will be created to conform with the subgrade building walls.



B. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation.

The location of the building has been set based on the programmatic function of the

project. The existing topography along the northern edge will be preserved with the exception of those areas where the building and the northern access road will be constructed.

C. The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties.

The slopes along the north and west side of the site have been tested for static and seismic stability. The results of these tests indicate that the site cuts and residual slopes will be stable.

D. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes where graded slopes would result in increased disturbance as compared to use of retaining wall.

Graded slopes are being used wherever possible. Exceptions include the use of soil nail walls and mechanically stabilized earth walls around the perimeter of the building structure to form the perimeter walls of the building on those two sides.

E. Development shall be designed to minimize impervious surfaces within the critical area and critical area buffer.

With the exception of the building area and access road along the north side of the building, impervious surface is minimized.

F. Where change in grade outside the building footprint is necessary, the site retention system should be stepped and regrading should be designed to minimize topographic modification. On slopes in excess of 40 percent, grading for yard area may be disallowed where inconsistent with this criteria.

See response provided for item D above.

G. Building foundation walls shall be utilized as retaining walls rather than rockeries or retaining structures built separately and away from the building wherever feasible. Freestanding retaining devices are only permitted when they cannot be designed as structural elements of the building foundation.

The building is designed as a moment frame structure such that permanent earth loads cannot be withstood by the structure of the building itself. As a result, it is necessary to physically separate the building from the surrounding earth retention system along the west and north sides of the building. In these areas, the subgrade walls will consist of a combination of mechanically stabilized earth and soil nail wall.

H. On slopes in excess of 40 percent, use of pole-type construction which conforms to the existing topography is required where feasible. If pole-type construction is not technically feasible, the structure must be tiered to conform to the existing topography and to minimize topographic modification.

Pole-type construction is not technically feasible. Permanent soil nail shoring is being used which is equal or better than pole-type shoring methods. Engineering details can be found within Hart Crowser's July 14, 2008 Geotechnical Report, available for viewing in the City's project file.

*I. On slopes in excess of 40 percent, piled deck support structures are required where technically feasible for parking or garages over fill-based construction types.
See response provided for item G above.*

J. Areas of new permanent disturbance and all areas of temporary disturbance shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.

Hart Crowser has provided a plan for mitigation and restoration of the steep slope critical areas. Hart Crowser has addressed the modification of the steep slopes with a soil nail shoring system. Engineering details can be found within the geotechnical report referenced in item H above.

LUC 20.25H.145 Critical Areas Report – Approval of Modification.

Modifications to geologic hazard critical areas and critical area buffers shall only be approved if the Director determines that the modification:

A. Will not increase the threat of the geological hazard to adjacent properties over conditions that would exist if the provisions of this part were not modified.

The project will not increase the threat of a geological hazard. See Hart Crowser's July 14, 2008 Geotechnical Report in the project file for more information.

B. Will not adversely impact other critical areas.

There are no anticipated impacts to any other critical areas.

C. Is designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than would exist if the provisions of this part were not modified.

The soil nail shoring system will be designed to stabilize the unmodified earth contours equal to the existing conditions. Engineering details can be found within the geotechnical report referenced in item A above.

D. Is certified as safe as designed and under anticipated conditions by a qualified engineer or geologist, licensed in the state of Washington.

The results of Hart Crowser's report referenced above indicate that the site is stable in accordance with local standards.

E. The applicant provides a geotechnical report prepared by a qualified professional demonstrating that modification of the critical area or critical area buffer will have no adverse impacts on stability of any adjacent slopes, and will not impact stability of any existing structures. Geotechnical reporting standards shall comply with requirements developed by the Director in City of Bellevue Submittal Requirements Sheet 25, Geotechnical Report and Stability Analysis Requirements, now or as hereafter amended. See Hart Crowser's report referenced above.

F. Any modification complies with recommendations of the geotechnical support with respect to best management practices, construction techniques or other recommendations. See Hart Crowser's report referenced above.

G. *The proposed modification to the critical area or critical area buffer with any associated mitigation does not significantly impact habitat associated with species of local importance, or such habitat that could reasonably be expected to exist during the anticipated life of the development proposal if the area were regulated under this part.* As discussed in section III.A.2 of this report, not all of the significant trees along the north property line will be preserved since most are undesirable species and need to be removed to accommodate the driveway and associated retaining wall. Replacement vegetation will consist of evergreen and deciduous trees along with shrubs spaced to fill in as understory, all selected for buffering and habitat value. In addition, all trees and vegetation within the wetland or within the 60 foot wetland buffer would be retained. According to the January 2008 wetland delineation study, the site is not listed to have any threatened, endangered or priority plant species. In addition to the wetland study, it states that the site is not listed to have any threatened, endangered or priority animal species.

IV. PUBLIC NOTICE AND COMMENT

Application Date: August 15, 2008
Notice of Application: September 25, 2008
Public Notice Sign: September 25, 2008
Minimum Comment Period: October 9, 2008

Notice of Application was published in the City of Bellevue's Weekly Permit Bulletin and the Seattle Times on September 25, 2008. It was mailed to property owners within 500 feet of the project site and a two-sided Public Information Sign was installed on the project site on the same day. Although the minimum required public comment period ended on October 9, 2008, comments were accepted up to the date of this decision. However, none were received.

V. TECHNICAL REVIEW

A. Utilities

Utility review has been on a conceptual basis only, consequently there are no implied approvals of the engineering specifications for the water, sewer and storm drainage components of the project. Engineering review of the water, sewer and storm drainage infrastructure will be performed under the Utility Developer Extension Agreements, and will coincide with the clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities. See Section X of this report for Utilities related Conditions of Approval.

B. Fire

The site development plans for this application generally conform to Fire Code requirements. However, there are a number of conditions that must be met prior to issuance of building permits. See Section X of this report for Fire related Conditions of Approval.

C. Transportation

Site Access

Access to the proposed project will be provided via two driveways connecting to 116th Avenue NE. Each will have one entry lane and one exit lane, with a width at the curb of 30 feet. The southern driveway will be the main access, including all public access, and the northern driveway will be for deliveries and some staff. A loading dock will be provided approximately 260 feet into the site via the northern driveway. On-street loading will not be allowed. Initially, both driveways will allow full turning movement access (left turns will not be restricted). Left turns to or from either or both driveways may be restricted by the city in the future, if necessary for operational or safety reasons, or as part of future transportation projects.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the Transportation Department Design Manual.

1. Vehicle and pedestrian sight lines per BCC 14.60.240 and 241 and the Transportation Department Design Manual must be shown on the final plans and must be achieved by construction at the site prior to initial occupancy.
2. A combined street tree and streetlight plan is required for review and approval prior to approval of the project's clearing and grading permit. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6).
3. Street trees and other plants in the planter strip must be of a size, type, and location so as not to block required vehicle sight lines up and down 116th Avenue NE, as specified in BCC 14.60.240 C and the Transportation Department Design Manual. The Transportation Department Inspector will determine in the field whether any trees or plants create an unacceptable sight obstruction. If so, street trees or plant may need to be removed or relocated.
4. The sidewalk along the street frontage on 116th Avenue NE shall be completely removed and reconstructed with a sidewalk eight feet wide, separated from the curb by a planter strip nine feet wide. (The nine-foot planter width is to accommodate future street widening to implement a planned bike lane on 116th Avenue NE.) The sidewalk shall slope toward the street with a cross slope of one to two percent. The Americans with Disabilities Act (ADA) does not allow sidewalk cross slopes exceeding two percent. At both the north and south ends of the street frontage, the new sidewalk and

planter strip must taper toward the curb to meet the existing sidewalk on the adjacent sites. New curb and gutter must be installed, consistent with the Cement Concrete Traffic Curb and Gutter shown in standard drawing TE-10. Gutter width may deviate from the width shown in standard drawing TE-10 if the Transportation Department inspector determines that matching the existing gutter width is preferred.

5. An existing guy wire connected to a utility pole on the adjacent frontage to the north is in a location that will conflict with the sidewalk taper described above. The developer must determine the feasibility of relocating the guy wire to minimize the conflict, and must relocate it if feasible. If it cannot be relocated, then steps must be taken to reduce the hazard to pedestrians, such as placing bollards to guide pedestrians away from the wire.
6. The design and appearance of the sidewalk and landscaping on 116th Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawing TE-11. The sidewalk shall be constructed of standard concrete with a broom finish and with scoring and expansion joints consistent with that standard drawing.
7. The planter strip along 116th Avenue shall be irrigated with a metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.
8. Both driveway connections on 116th Avenue NE shall have an approach design consistent with standard drawing DEV-6, with a driveway width, as defined in that drawing, of 30 feet. The width may taper down to less than 30 feet behind the sidewalk. The longitudinal slope of either driveway shall not exceed seven percent for 30 feet behind the sidewalk and shall not exceed fifteen percent at any point. Changes in driveway slope must be rounded so that vehicles will not bottom out.
9. Both driveways require a standard stop sign and stop bar behind the sidewalk. The location will be determined in the field by the Transportation Department inspector.
10. No new building structure or garage shall be constructed under a street right of way or public sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement for the city.
11. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.
12. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

13. No new overhead utility lines will be allowed within or across any street right of way or sidewalk easement. Existing overhead lines must be relocated underground to the extent feasible (high voltage wires cannot be undergrounded). Undergrounding existing lines or relocating guy wires may require installation of one or more new poles. If so, new poles must be located to minimize impacts on the sidewalk and on the appearance of the street frontage.

Easements

The applicant shall provide sidewalk and utility easements to the city as needed to encompass the full width of the public sidewalk that is required to be located outside the existing street right of way fronting this site. Any negative impact that this development has on existing utility easements within the site must be mitigated or easements relinquished. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Right of Way Dedication

No dedication of new street right of way is required with this development.

Use of the Right of Way During Construction

Applicants often request use of street rights of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading, and other temporary uses, as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities, which is issued directly by the Transportation Department, must be acquired prior to issuance of any construction permit, including any demolition or grading permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling and lane closures are allowed only between the hours of 10:00 p.m. and 6:00 a.m. in areas that affect holiday traffic. The Transportation Department's Right of Way Division may decide to apply those restrictions to construction activity on the Children's site. The dates and times of such restrictions are subject to change. Details of any such restrictions will be determined by the Transportation Department prior to issuance of a Right-of-Way Use Permit.

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near this project 116th Avenue NE is presently classified as "Standard Trench Restoration." The relevant segment of 116th Avenue NE is scheduled for an asphalt overlay project by the city sometime in 2010, after which the street will be classified for five years as "No Street Cuts Permitted." Prior to the planned city overlay project, any trenching that the applicant does in the paved surface of the city street must be restored per the Transportation Department Design Manual, Section 21, and standard drawings ROW-1 through ROW-8, as applicable. After the planned city overlay project, trenching in the street surface will be allowed only if the Transportation Department grants an exception per BCC 14.60.250 and with an asphalt grind and overlay at least 50 feet long for the full width of any affected lane. The exact extent of required pavement restoration will be determined by a right of way use permit for the development, based on conditions in the field when the work is to be done.

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program (TMP).

Typically, a new development outside the downtown must comply with the TMP requirements of BCC 14.60.070. However, Land Use Code (LUC) 20.25 J.050 establishes an alternative TMP option for affected developments in the Medical Institution District, which includes the proposed Children's Hospital site. Based on discussions between the city and the applicant, an agreement was reached to use the authority of LUC 20.25 J.050 to implement a TMP similar to the TMP used at other Children's sites. A condition of approval is included in section X of this report requiring a copy of the TMP be submitted with the building permit application; this copy will be retained by the Transportation Department and available for public viewing.

In addition, as discussed in section III.B of this report, the Commute Trip Reduction (CTR) program applies to "affected employers" which includes sites with at least 100 full time employees that arrive at work between 6:00 and 9:00 AM. If the employee count ever increases to exceed 100 employees, section III.B references a condition of approval requiring the health care center to adopt the CTR program. In the meantime, the proposed TMP (discussed in section III.B as well), which includes many CTR program elements, will be provided.

Potential Future Light Rail Crossing of 116th Avenue

A future light rail line may be built on the project site. The Preliminary Preferred Alternative identified in the *Bel-Red Corridor Project* includes a proposed east/west light rail transit route that would cross 116th Avenue NE along the southern boundary of the proposed Children's Hospital site.

Based on early discussions between the city, the applicant, and Sound Transit, the applicant agreed to reserve a 40-foot wide corridor along the site's southern boundary, intended to accommodate the proposed light rail line (see plan sheet A1.10, Site Plan). In the interim, that corridor area can be used for landscaping, parking, storage, or other uses that would not preclude future installation of a light rail line.

It has not been decided whether such a light rail line would cross 116th Avenue NE at grade or on an elevated alignment. An at-grade rail crossing of the street would cause occasional traffic backups that could conflict with the site's proposed driveways. Such conflicts could lead to an eventual need to prohibit left turns in or out of either or both driveways.

See Section X of this report for Transportation related Conditions of Approval.

VI. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring 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 *2006-2017 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) updated November, 2006.
- The *Bel-Red Corridor Project Draft Environmental Impact Statement* (DEIS) issued January 25, 2007.
- The *Bel-Red Corridor Project Final Environmental Impact Statement* (FEIS) issued July 19, 2007.
- The *Bel-Red Corridor Project Final Environmental Impact Statement Addendum*, dated July 17, 2008.

These documents are available in the Development Services Records Room, Bellevue City Hall, 450 110th Ave NE.

Adverse impacts which are less than significant are usually subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

EARTH

The current site is mostly flat with steep slopes in the northwest corner of the site. The proposed grading would be to allow for footings and foundations for the main building, underground parking, for an access road to the north of the building and for a detention pond east of the buildings.

Erosion would be avoided during clearing and construction using methods from the City of Bellevue temporary Erosion Control Plan. City of Bellevue Best Management Practices will be followed during clearing, grading and construction. No erosion would occur from site use of the completed project. Shoring walls would be constructed to the north, south, and west, eliminating the existing steep slopes.

AIR

Emissions from dust and automobile could occur during construction. Appropriate measures to control dust during construction activities as required by the City's standards and codes will be followed. Automobile emissions would occur after project completion. These auto emissions would be similar to the levels from nearby facilities and would not require mitigation.

WATER

A category III wetland exists on the site. Appropriate critical area buffers and setbacks have been followed per LUC 20.25H. No groundwater would be withdrawn and irrigation water would infiltrate into the ground water in planted areas.

Stormwater will be collected in a series of catch basins and routed to bio-swales and a detention pond for treatment and detention. The proposed stormwater design has been included in the civil engineering drawings available for review in the project file.

PLANTS

The proposal removes invasive species from the limits of construction and provides a native evergreen and deciduous buffer zone at the north edge of the site. The landscape plan for the remaining site interior will enhance the vegetation in this neighborhood by providing appropriate plant species.

AESTHETICS

As discussed in section III above, the proposal as modified through the Design Review process is consistent with the Medical Institution District design guidelines.

NOISE

Noise will be generated from the construction phase of the development. The City of Bellevue Noise Ordinance, BCC 9.18.040 regulates hours of construction-related noise and the conditions under which they may be expanded. Residents located within at least 300 feet of the site will be impacted by construction noise. Due to the close proximity of residents in the area, a condition of approval is included in Section X of this report regarding construction hours permitted.

TRANSPORTATION

Long-Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City are typically addressed by comparing the square footage or number of dwelling units for each major development proposal to the future land use projected in the City's Transportation

Facilities Plan Environmental Impact Statement. However, this particular development lies in the Bel-Red Corridor, for which additional environmental analysis under SEPA has been done, including long-range land use and transportation forecasting. The proposed development is compared to the long-range forecasts of both EIS documents in the paragraphs below.

The most recent Transportation Facilities Plan Environmental Impact Statement (TFP EIS) is entitled *2006-2017 Transportation Facilities Plan Final Environmental Impact Statement*, which was issued in November 2006. The impacts of growth projected to occur within the City by 2017 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City and surroundings into 385 Transportation Analysis Zones (TAZs) for analysis purposes. The proposed Children's Hospital project lies within TAZ # 69. That TAZ has a 2017 total growth projection of 66,706 square feet of new office space. Other land use types in TAZ 69 are not projected to change. Using the city's standard rate for office trip generation, that much office growth would generate 120 new PM peak hour trips.

In comparison, Children's Hospital proposes 85,000 square feet of an ambulatory care center, which is predicted to generate 131 new PM hour trips (from the Transportation Impact Study, Children's Hospital Surgery Center, by The Transpo Group, October 2008). Therefore, the traffic impacts of the proposed development slightly exceed the assumptions of the Transportation Facilities Plan EIS for TAZ 69 for the year 2017. However, the TFP EIS did not take into account the fact that a project to widen I-405 necessitates the demolition of two existing office buildings in TAZ 69. Demolition permits have already been issued. This will reduce the existing office square footage in that TAZ by approximately 19,000 square feet, increasing the allowable growth to approximately 85,700 square feet of new office space. Using the city's standard rate for office trip generation, that much office growth would generate 154 new PM peak hour trips. Thus, the traffic generated by the assumed growth in TAZ 69 will more than accommodate the traffic growth predicted for the proposed Children's Hospital development.

The Bel-Red Corridor environmental analysis includes three documents:

- The *Bel-Red Corridor Project Draft Environmental Impact Statement (DEIS)* issued January 25, 2007;
- The *Bel-Red Corridor Project Final Environmental Impact Statement (FEIS)* issued July 19, 2007; and
- The *Bel-Red Corridor Project Final Environmental Impact Statement Addendum*, dated July 17, 2008.

Land use and transportation in the corridor were projected to the year 2030. In TAZ 69, office land use was predicted to grow by 316,500 square feet. Using the city's standard rate for office trip generation, that much office growth would generate 396 new PM peak hour trips. This significantly exceeds the prediction of 131 new trips for the Children's Hospital development; therefore, the proposed development is within the assumptions of the Bel-Red Corridor Project EIS.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance.

Mid-Range Impacts and Mitigation

Project impacts anticipated in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more PM peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

The final trip generation estimate for this development was based on a combination of land use types and information unique to the operation of the proposed facility. The estimate of 131 new PM peak hour trips is documented in the *Transportation Impact Study, Children's Hospital Surgery Center*, by The Transpo Group, October 2008. (Copies of the study are included in the Transportation Department file for this development.)

Before the final estimate of 131 new trips was agreed to, some early traffic analysis was based on a trip generation estimate of 237 new PM peak hour trips. This was derived by using only one land use type without Children's unique information. The concurrency analysis was based on this higher trip generation estimate. Because the concurrency test described below had a passing score with 237 trips, there is no doubt that the proposed development would also pass the concurrency test with the final trip generation estimate of 131 new PM peak hour trips. No mitigation is required for mid-range impacts.

To perform the required concurrency test, city staff distributed and then assigned project-generated trips to the street network using the city's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, eleven system intersections received 20 or more PM peak hour trips. (Note that with the estimate of 131 trip described above, approximately five system intersections would receive 20 or more PM peak hour trips.) Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. (The concurrency analysis spread sheet is available in the project file.) Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated May 23, 2001. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency, available for viewing in the Design Review project file in the Records Office at City Hall.

The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.010.D). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in BCC 23.05.100.

Short-Term Operational Impacts and Mitigation

City staff analyzed the short-term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the PM peak hours. Issues that were analyzed included the following:

- **Safety:** Collision data at nearby intersections and on 116th Avenue NE near the site were reviewed for a three-year period. No significant safety problems were identified that are likely to be made worse by the proposed development, provided that the development's access points and street frontage improvements are designed to city standards.
- **Level of Service at affected intersections:** Eleven intersections were examined regarding the development's impact on delay, volume to capacity ratio, and overall level of service compared to city standards. No problems were identified that would be made significantly worse by the proposed development. The intersection that will be most directly affected is 116th Avenue at NE 12th Street. The analysis shows that the development will change the PM peak hour volume to capacity ratio at that intersection from 0.66 to 0.68 with average delay per vehicle increasing from 40.0 seconds to 40.9 seconds. The average delay will increase by only two percent. The overall Level of Service for that intersection will remain unchanged at LOS D, which indicates an acceptable operation for a major urban intersection.
- **Southbound Queues on 116th Ave at NE 12th:** Further analysis was performed for the southbound traffic movement on 116th Avenue approaching NE 12th Street. In the PM peak hour, southbound traffic on 116th Avenue waiting for the signal at NE 12th Street will queue back toward the Children's Hospital site, which could potentially interfere with the development's driveways. Analysis by The Transpo Group shows that for southbound through traffic, the 95th percentile queue will extend 255 feet north of NE 12th Street. The southbound to eastbound left turn 95th percentile queue will extend 175 feet north of NE 12th Street. In comparison, the site's southern driveway will be approximately 300 feet north of NE 12th Street. Thus, southbound traffic queues on 116th Avenue would not interfere with the site's driveways except on relatively rare occasions. This is an acceptable situation for urban traffic.
- **Traffic operations and queuing at the site's access points:** PM peak hour traffic on 116th at the site on the opening day will be approximately 775 vehicles southbound and

730 northbound. In addition, 131 vehicles are predicted to enter or exit the site in the peak hour. Analysis by The Transpo Group indicates that the site's driveways will have an acceptable level of service (LOS C) during the PM peak hour. The signal at NE 12th Street will create gaps in the traffic flow that will help vehicles exiting the site during peak periods. Vehicles exiting to the south or entering the site from the north can use an existing two-way center turn lane. The two-way center turn lane will also help preserve an acceptable flow of through traffic along the site's frontage.

Most of the short-term analysis was done by a consultant, The Transpo Group, whose work was published in October 2008 in the *Transportation Impact Study, Children's Hospital Surgery Center*. The study is included in the Transportation Department file for this development.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

Most preliminary design decisions were made during the Rezone process for this project. However, the Design Review application proposal has further-evolved design detail for all building and site materials, dimensions and finishes. In addition, technical issues related to vehicle access, pedestrian circulation, landscaping, utilities, and critical life safety elements were addressed during the Design Review process.

VIII. DECISION CRITERIA

A. The Director may approve, or approve with modifications, an application for Design Review pursuant to LUC 20.30F.145 if:

1. The proposal is consistent with the Comprehensive Plan.

The project is consistent with the *Bel-Red/Northrup (BR) Subarea Plan*. Following is a listing of relevant Comprehensive Plan policies:

POLICY S-BR-1. Allow uses which provide goods and services for local residents and businesses to locate in commercial areas of the Subarea.

The facility will provide a specialized service for children's medical needs within an ambulatory health care center.

POLICY S-BR-7. Encourage a variety of economic activities by providing appropriate land use designations.

The facility is a specialized health care center for children and thus will contribute to the variety of economic activities available within the Subarea.

POLICY S-BR-42. Provide for Major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.

Children's Hospital is a major medical institution which will help create the mix of hospital/medical uses envisioned in the Subarea Plan. Proposed development will meet

the Land Use Code requirements for the MI DA3 zoning district, including a high quality of design with visual identity, a visually pleasing design and safe pedestrian environment.

POLICY ED-13. Encourage and promote employment opportunities for all residents, including youth.

The project is expected to have a workforce of 80-100 employees, varying with time of day and schedules. The proposal encourages and promotes employment opportunities, which could include jobs for youth.

2. The proposal complies with the applicable requirements of this Code.

The proposal complies with all applicable requirements of the Land Use Code. Refer to Section III of this report for specific information on Land Use Code consistency.

3. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.

As discussed in section III.B of this report, the proposal complies with all applicable Design Guidelines contained in LUC 20.25J Medical Institution District.

4. The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.

As described in Section III.B of this report, the project has been designed to respond to the character, appearance, quality of development and physical characteristics of the Medical Institution zone and adjacent properties.

5. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.

All required public services and facilities are available to the site.

B. The Director may approve or approve with modifications an application for a Critical Areas Land Use Permit if:

1. The proposal obtains all other permits required by the Land Use Code.

The decision for a Critical Areas Land Use Permit is being issued along with the other required Land Use approvals – a Design Review decision and a SEPA determination.

2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer.

The steep slopes will be shored using engineered industry standard methods. As discussed in section III.A.2 of this report, not all of the significant trees along the north property line will be preserved since most are undesirable species and need to be removed to accommodate the driveway and associated retaining wall. Replacement vegetation will consist of evergreen and deciduous trees along with shrubs spaced to fill in as understory, all selected for buffering and habitat value.

The identified wetland and the associated buffers will not be disturbed during construction. City of Bellevue erosion control standards will be provided to protect the wetland and steep slopes during all construction activities.

3. The proposal incorporates the performance standards of Part 20.25H LUC to the maximum extent applicable.

As discussed in section III.B of this report, the proposal complies with all performance standards contained in LUC 20.25H Critical Areas Overlay District.

4. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.

All required public services and facilities are available to the site.

5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210.

A geotechnical engineer, Hart Crowser, has provided a plan for mitigation and restoration of the steep slope critical areas. Hart Crowser has addressed the modification of the steep slopes with a soil nail shoring system. Engineering details can be found within Hart Crowser's July 14, 2008 Geotechnical Report. In addition to the report, complete engineered shoring drawings and calculations have been submitted under City of Bellevue permit #08-129313 BV.

6. The proposal complies with other applicable requirements of this code.

As discussed in section III of this report, the proposal complies with all applicable Land Use Code requirements.

IX. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, SEPA and City Code & Standard compliance reviews, the Development Services Director does hereby APPROVE WITH CONDITIONS the subject proposal.

X. CONDITIONS OF APPROVAL:

The following conditions are imposed under the authority referenced:

A. GENERAL CONDITIONS

1. CONSTRUCTION HOURS

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020.C when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

Authority: BCC 9.18.040

Reviewer: Mike Upston, Land Use

2. PRELIMINARY DESIGN APPROVAL

The Utilities Department approval of the Design Review application is based on the preliminary utility design only. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities.

Authority: BCC Title 24.02, 24.04, 24.06

Reviewer: Rob Hutchinson, Utilities

3. UTILITY CODES & ENGINEERING STANDARDS

The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Developer Extension Agreement and Utilities Permit Processes.

Authority: BCC Title 24.02, 24.04, 24.06

Reviewer: Rob Hutchinson, Utilities

4. COMMUTE TRIP REDUCTION

If at any time the employee census increases beyond the threshold for inclusion in a Commute Trip Reduction (CTR program), the hospital will be required to comply with all reporting, surveying and other CTR related requirements.

Authority: LUC 20.25J.050.C

Reviewer: Mike Upston, Land Use

5. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

Construction activities such as hauling and lane closures between November 15th and January 5th may be restricted at the discretion of the Transportation Department in order to minimize disruption of holiday traffic. Any such restrictions will be stated in a right of way use permit for the development. The Transportation Department monitors holiday traffic and may modify such restrictions accordingly.

AUTHORITY: BCC 14.30.060

Reviewer: Jon Regalia, Transportation Right of Way

B. PRIOR TO CLEARING & GRADING PERMIT: The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Savina Uzunow	425/452-7860 Bellevue
Development Standards	"	
Transportation Code - BCC 14.60	Carl Wilson	425/452-4228
Trans. Improvement Program - BCC.22.16	"	
Right-of-Way Use Permit - BCC 14.30	Jon Regalia	425/425-4599
Bellevue Utilities Code - BCC Title 24	Rob Hutchinson	425/452-7903
Construction Codes - BCC Title 23	Tom Miller	425/452-5369
Land Use Code - BCC Title 20	Mike Upston	425/452-2970
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
International Fire Code	Adrian Jones	425/452-6032

2. RIGHT-OF-WAY USE PERMIT

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling, including any seasonal restrictions.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the

construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access. The applicant shall secure sufficient off-street parking for construction workers before the issuance of any clearing and grading, building, or demolition permit.

AUTHORITY: BCC 11.70 & 14.30

Reviewer: Jon Regalia, Transportation Right of Way

3. CIVIL ENGINEERING PLANS – TRANSPORTATION

Civil engineering plans produced, signed, and stamped by a qualified professional engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be included in said plans and must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Specific requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) ADA compliance for the public sidewalk, including driveway crossings and connections to the sidewalk on adjacent sites.
- d) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- e) Streetlight installation and undergrounding of utility lines.
- f) Location of fixed objects in the sidewalk or near driveway approaches.
- g) Trench restoration within any right of way or access easement.

AUTHORITY: BCC 14.60; Transportation Department Design Manual

Reviewer: Carl Wilson, Transportation Development Review

C. PRIOR TO BUILDING PERMIT: The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building permit application:

1. PROVISIONS FOR LOADING

The property owner shall provide an off-street loading space which can access a public street. On-street loading and unloading will not be permitted, unless allowed by a right of way use permit during construction.

AUTHORITY: LUC 20.20.590.K.4

Reviewer: Mike Upston, 425-452-2970

2. SOLID WASTE, RECYCLING & GARBAGE UPKEEP

The applicant shall provide a written document showing that Rabanco has been contacted to establish adequate sizing of recycling and solid waste collection areas for this project using

current standards. In addition, the owner shall provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.720 & 765

Reviewer: Mike Upston, Land Use

3. TRANSPORTATION IMPACT FEE

Payment of transportation impact fees will be required at issuance of the primary building permit. The site is in Impact Fee Area 4. The fee calculation must be based on the adopted fee schedule or on other information for a development with special trip generating characteristics. A blend of land use types from the adopted impact fee schedule may be considered. Impact fees are subject to change, and the fee schedule in effect at the time of permit issuance will apply.

(Note that the development is not eligible for an impact fee exemption because it does not meet the definition of "hospital"; the Transportation Improvement Program [impact fee code] refers to the hospital definition in the LUC, which in kind refers to buildings requiring a license under RCW 70.41, which says "hospitals" provide "accommodations, facilities, and services over a continuous period of 24 hours or more." Children's stated operations don't fit this definition.)

AUTHORITY: BCC 22.16

Reviewer: Carl Wilson, Transportation Development Review

4. BUILDING AND SITE PLANS – TRANSPORTATION

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, signage, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241

Reviewer: Carl Wilson, Transportation Development Review

5. EXISTING EASEMENTS

Any existing utility easements contained on this site must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100

Reviewer: Jon Regalia, Transportation Right of Way

6. PEDESTRIAN EASEMENTS

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

AUTHORITY: BCC 14.60.100

Reviewer: Carl Wilson, Transportation Development Review

7. TRANSPORTATION MANAGEMENT PLAN (TMP)

The applicant shall provide a copy of the TMP along with the building permit application; this copy will be retained by the Transportation Department and available for public viewing.

AUTHORITY: BCC 14.60.070

Reviewer: Carl Wilson, Transportation Development Review

8. NORTH ACCESS ROAD WIDTH

The access road on the north side of the building shall be 26 feet wide to meet the requirements of an aerial apparatus access road.

AUTHORITY: Bellevue Fire Department Development Standards 3.04

Reviewer: Adrian Jones, Fire

9. NORTH ACCESS ROAD MARKINGS

The curb of the north access road shall be marked and painted "Fire Lane-No Parking" per Bellevue Standards.

AUTHORITY: Bellevue Fire Information sheet

Reviewer: Adrian Jones, Fire

10. ACCESS ROAD STRENGTH

The access roads on the north and south sides of the building and detention vaults and pipes in the roadway shall be capable of supporting fire apparatus with a gross weight of 64,000 lbs. (rear axle=48,000 lbs and front axle=19,000 lbs) and shall support the weight of the ladder truck outrigger which is 45,000 lbs over an 18 inch square.

AUTHORITY: Bellevue Fire Department Development Standards 3.04

Reviewer: Adrian Jones, Fire

11. TURNAROUND

The legs of the Fire Department Turnaround shall be a minimum of 60 feet long from the centerline intersection of each leg.

AUTHORITY: Bellevue Fire Department Development Standards 3.05

Reviewer: Adrian Jones, Fire

12. HYDRANT

Provide a fire hydrant within 50 feet of the Fire Department Connection.

AUTHORITY: Bellevue Fire Department Development Standards chapter 7.

Reviewer: Adrian Jones, Fire

13. SPRINKLERS

Provide automatic fire sprinklers throughout the building designed per NFPA 13.

AUTHORITY: International Fire Code 903

Reviewer: Adrian Jones, Fire

14. FIRE DEPARTMENT CONNECTION

Provide a Fire Department Connection at an approved location at the address of the building.

AUTHORITY: International Fire Code 903.3.7

Reviewer: Adrian Jones, Fire

15. FIRE ALARM

Provide a fire alarm notification system throughout the building. Provide information on the type of system and areas for public/private mode alarm system.

AUTHORITY: International Fire Code 907 & Bellevue City Code 5749

Reviewer: Adrian Jones, Fire

16. COMPLIANCE WITH IFC 14

All work shall conform to the requirements of International Fire Code Chapter 14.

AUTHORITY: International Fire Code 14

Reviewer: Adrian Jones, Fire

17. SECURITY SYSTEM

A card reader security system shall comply with access requirements

AUTHORITY: International Fire Code 1008

Reviewer: Adrian Jones, Fire

18. KNOX BOX

Provide a Knox Box at approved locations.

AUTHORITY: International Fire Code 506

Reviewer: Adrian Jones, Fire

19. RADIO COVERAGE

Provide a Building Radio Coverage system.

AUTHORITY: International Fire Code 5749

Reviewer: Adrian Jones, Fire

20. MEDICAL GAS

Medical gas shall be protected.

AUTHORITY: International Fire Code 3006

Reviewer: Adrian Jones, Fire

21. GENERATOR

Provide information on the location of the generator and fuel tank. Include all equipment information and fuel calculations.

AUTHORITY: International Fire Code 604, 27, and 34

Reviewer: Adrian Jones, Fire

D. PRIOR TO TCO: The following conditions are required by City Code and supported by City Policy. These conditions shall be complied with prior to issuance of the Temporary Certificate of Occupancy (TCO):

1. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the applicant shall submit the following: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these

areas per the approved Landscape Plan.

Authority: LUC 20.40.490

Reviewer: Mike Upston, Land Use

2. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Development Services Department a landscape maintenance assurance device for a one-year period; provide an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

Authority: LUC 20.40.490

Reviewer: Mike Upston, Land Use

3. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including streetlight revisions, must be constructed by the applicant in a manner consistent with the approved plans and city codes and standards and must be accepted by the Transportation Department Inspector. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the city requires a delay. Specific requirements include but are not limited to the following:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach construction. Landings on sloping driveway approaches are not to exceed a seven percent slope for a distance of 30 feet behind the sidewalk. Driveways must be constructed to prevent vehicles from bottoming out due to abrupt changes in grade. Driveway width must be 30 feet at the curb and back of sidewalk.
- c) ADA compliance for the public sidewalk, including driveway crossings and connections to the sidewalk on adjacent sites.
- d) Vehicle and pedestrian sight distance must be achieved per BCC 14.60.240 and 14.60.241 and the Transportation Department Design Manual. Vertical as well as horizontal line of sight must be considered when checking for sight distance. If the pedestrian sight line to the south cannot be achieved from the south driveway edge, then the sight line may be measured from the southern edge of the outbound driveway lane.
- e) Streetlight installation and undergrounding of utility lines.
- f) Location of fixed objects in the sidewalk or near driveway approaches.
- g) Retaining walls or other structures supporting or in contact with the public sidewalk.

AUTHORITY: BCC 14.60.100, 110, 120, 150, 180, 181, 190, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.

Reviewer: Carl Wilson, Transportation Development Review

4. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows: (a) Prior to a city overlay project, any trenching that the applicant does in the paved surface of 116th Avenue NE must be restored with standard trench restoration per the Transportation Department Design Manual, Section 21, and standard drawings ROW-1 through ROW-8, as applicable. The exact extent of required pavement restoration will be determined by a right of way use permit for the development, based on conditions in the field;

(b) If a city overlay project is completed on 116th Avenue NE prior to completion of the development, then the street will be classified for five years as "No Street Cuts Permitted." Trenching in the street surface after the city overlay will be allowed only if the Transportation Department grants an exception per BCC 14.60.250 and with an asphalt grind and overlay at least 50 feet long for the full width of any affected lane.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #21

Reviewer: Jon Regalia, Transportation Right of Way



Children's Bellevue Ambulatory Care Facility - Exterior Material Palette

Glass:

- GL-1: Vision Clear Glass
- GL-2: Spandrel Glass
- GL-3: Fritted Glass
- GL-4: Skylight Glass
- GL-5: Colored Frit Glass
- GL-6: Colored Frit Glass
- GL-7: Translucent Colored Glass

Metal:

- MTL-1: Metal Panel Color

Precast Concrete:

- Vertical Board Formed with Stain Finish

Wood:

- IPE Horizontal Wood Slat

Sunscreens:

- Horizontal Sunscreens: Annodized Aluminum Grate
- Vertical Sunscreens: Stainless Steel Woven Wire Mesh

Concrete Masonry Unit:

- CMU color