Presentation of the Final EIS

- Final EIS Organization
- Comments on the Draft EIS
- EIS Findings of Significant Impacts
- Changes between Draft and Final EIS
- Questions from the CAC

How is the Final EIS organized?

- **Section 1**
  Summary of the entire Final EIS (repeats and summarizes some of the information contained in Sections 2 and 3)
- **Section 2**
  Description of Alternatives (includes figures depicting the alternatives) (on CD)
- **Section 3**
  Impacts and Mitigation Measures (on CD)
- **Appendices**
  Appendix E – Responses to Comments on Draft EIS (on CD)

Comments on the Draft EIS

Total number of comments received: 646

Out of the 646, the number of letters expressing only a preference either for or against the expansion: 537

Comments were received from:

- Government Agencies 6
- Organizations 30
- Public Hearing - Oral Comments 56
- Public Hearing - Written Comments 10
- Individuals (e-mails or letters) 544

Top 20 List of Substantive Comments

Comment	Number of Comments
Look at alternative sites	30
Lower heights	26
Is there a need for expansion?	20
Location should be within an urban village	17
Potential impacts to Bryant neighborhood (views, noise)	15
Replacement housing for the loss of Laurelon Terrace	14
Preserve the redwood trees on the Hartmann site	13
Need for more decentralization of services	13
Traffic congestion	13
Limit access points to the campus	11

Top 20 List of Substantive Comments (cont.)

Comment	Number of Comments
Hartmann zoning and use	10
Off-site parking	10
New trip generation	10
Construction noise	9
Cumulative impacts with SR 520 construction	9
Traffic analysis method	9
Bryant neighborhood cut-through traffic	7
Children's purchase of single family homes	7
Cumulative impacts with U Village expansion	7
Potential need for a RPZ	6

New analysis or findings in the Final EIS

- Analysis of Alternatives 7R and 8
- Additional construction noise analysis
- Housing mitigation update
- Additional aesthetics analysis and photomontages
- Additional transportation analysis and mitigation

Description of Alternatives

- Alternative 1 – No Build
- Alternative 3 – South Campus Expansion
- Alternative 6 – Modified North Campus Expansion
- Alternative 7R – Expanded Boundary, Early Laurelon Development (Proposed)
- Alternative 8 – Early Laurelon Development without Hartmann

What impacts were analyzed in the Final EIS?

- Geology (including risk of erosion)
- Air Quality
- Water (including groundwater)
- Energy and Natural Resources
- Noise (including construction noise and noise from helicopters)
- Hazardous Materials
- Land Use
- Housing
- Aesthetics, Light, Glare and Shadows
- Transportation
- Public Services and Utilities
- Secondary and Cumulative Impacts

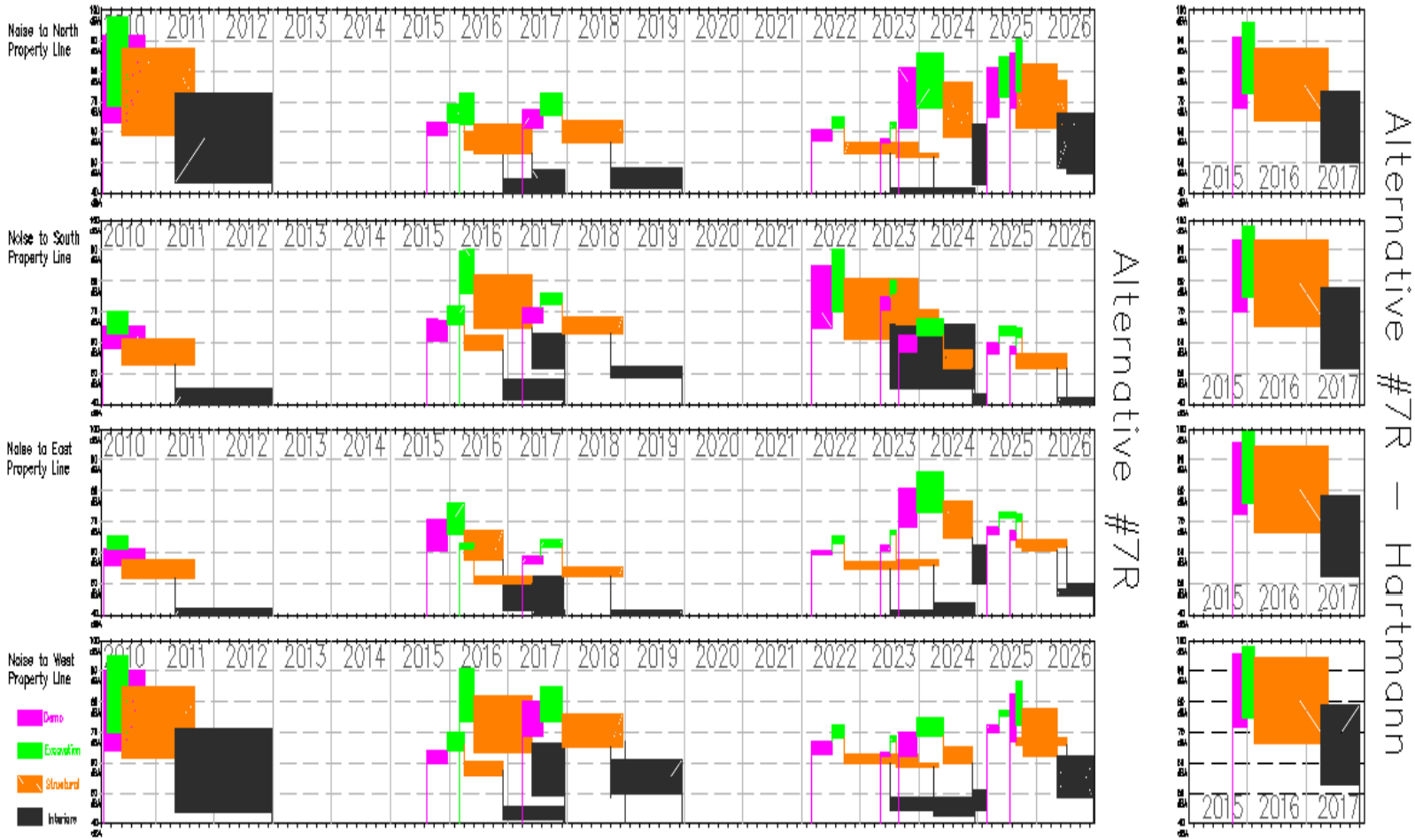
Which impacts were considered significant?

Element of the Environment	Construction	Operation
Noise (Section 3.5)	●	
Housing (Section 3.8)		●
Aesthetics/Light, Glare and Shadows (Section 3.9)		●
Transportation (Section 3.10)		●

Construction Noise

- Estimated noise levels have been added for the areas around Hartmann and Laurelon Terrace
- Construction noise will not be constant over the duration of the Master Plan
- Noisiest activity is excavation where noise levels could reach as high as 95 dBA if you are north or west of Laurelon Terrace
- In Phase 1, excavation is estimated to take 3 to 4 months

Construction Noise (cont.)



Construction Noise (cont.)

Fifteen Mitigation Measures have been included, such as:

- Work limited to non-holiday weekdays between 7 AM and 6 PM
- Nearby residents would be informed of upcoming noisy activities
- Where feasible, temporary walls or acoustical screens would be used around equipment

Housing

- City of Seattle requires replacement housing for the demolition of Laurelon Terrace units
- Children's is working with the City's Office of Housing and DPD on a binding housing replacement agreement
- Children's has committed to contributing to the replacement of at least 136 housing units in northeast Seattle
- Participation in the development of affordable housing at Sand Point Magnuson will be a component of the replacement package
- Compliance with housing replacement requirements constitutes mitigation for the loss of housing

Aesthetics – Viewpoints 9 - 13 were added to the Final EIS analysis

Aesthetics (cont.)

- Views from Bryant neighborhood have been analyzed
- Height, bulk and scale of all Build Alternatives when viewed from Sand Point Way NE would create adverse impacts in comparison to the surrounding environment
- Alternatives 7R and 8, due to their proximity to Sand Point Way NE would have greater visual impacts from the west, but would be less or not visible from the east
- Alternatives 3 and 6 would affect territorial views from the east and would have greater visual impacts to residents east of the hospital
- Shadow diagrams have been prepared for all alternatives using a standardized model
- Shadow impacts are largely limited to winter months

Transportation

- Added more detailed Phase 1 traffic operations analysis (2012 conditions)
- Analyzed construction impacts of Alternatives 7R and 8
- Added more detail for Phasing and Construction impacts (Section 3.10.9)
- Added more detail of trip generation method used (Appendix D)

Transportation - Impacts

- Future 2030 growth in the area would increase by 10 to 13 percent in regional and local traffic without the expansion, and travel times are predicted to increase by 2 minutes NB and 1 minute SB in the PM Peak along Montlake, and 1 minute WB and 2 minutes EB along NE 45th Street.
- Children's expansion would add 850 AM peak hour trips and 690 PM peak hour trips at full build-out, representing 1-12% of the traffic at Montlake, 3-14% of the traffic along NE 45th Street; and 8-13% of the traffic at Five Corners.
- Children's traffic would add 2 minutes to travel time in the SB direction in the PM peak along Montlake, and 3 minutes in both directions along NE 45th Street.

Transportation - Mitigation

The increase in PM peak travel times could be reduced by 40 to 60 percent with proposed mitigation.

Two primary approaches:

- Reduced use of single occupancy vehicles to reduce the overall number of vehicles coming to Children's
- Improving traffic flow through ITS and new capital projects

Transportation – Mitigation (cont.)

Reduce SOV trips to Children's:

- New shuttles from major transit hubs to campus
- New bicycle programs including Company Bikes and Flexbikes
- Increased financial rewards for non-SOV use
- Campus design to encourage transit, walking and bicycle use
- $2 Million investment in walkable and bikeable projects in northeast Seattle
- Out of area parking

Transportation – Mitigation (cont.)

Improve Traffic Flow

- $500,000 for Intelligent Transportation Systems (ITS) for Sand Point Way and Montlake Boulevard:
  - Detection system to measure congestions linked to smart traffic control devices that adapt to traffic conditions
  - Variable message signs to give real-time traffic information to drivers
  - Optimize signal coordination and timing
  - Upgrade signal controllers
  - Install traffic cameras
- Pro-rata Contribution to NE Seattle Capital Projects estimated at up to $1.4 million or approximately $3,995 per new bed

Questions?