Presentation to Seattle Design Commission

Proposed Major Institution Master Plan
Street Vacation

April 2, 2009
Introduction

- Children’s Need
- Children’s Good Neighbor Policy
- Children’s Major Institution Master Plan has a holistic approach to addressing public benefits
- We are enhancing the livability and vitality of the surrounding neighborhood through:
  - quality urban form
  - place-making
  - improved mobility
  - pedestrian safety, connectivity and new linkages
  - publicly accessible open spaces
  - sustainable practices
- Street Vacation is part of Major Institution Master Plan
- Customized Design Guidelines will be presented to Design Commission after Council Action
I. Mobility/Transportation Improvement
   I.A. Pedestrian-bicycle connection across Hartmann property to the Burke-Gilman Trail
   I.B. Plaza and street amenities on Sand Point Way NE: wide sidewalks, landscaping, signage, lighting, furniture, weather protection, street accessible bicycle, coffee, and gift shops
   I.C. Enhanced public transit/Children’s shuttle center on Sand Point Way NE
   I.D. $2 Million for Bike and Pedestrian Fund

II. Open Space and Pedestrian Porosity
   II.A. Plaza and street amenities on 40th Avenue NE: wide sidewalks, street trees, landscaping, furniture, signage
   II.B. Terrace garden on Laurelon Terrace with mature landscaping and art visible to Sand Point Way
   II.C. Pocket garden at corner of 40th Avenue NE and NE 45th Street

III. Sustainability
   III.A. Public sustainability display and education
Children’s Comprehensive Transportation Plan objectives:

1) Further reduce vehicle trips to and from campus, minimizing Children’s contribution to traffic congestion
2) Reduce the need to build parking on Children’s main campus in Northeast Seattle
3) Make transit, bicycling and walking the preferred ways to commute to Children’s
4) Take a regional leadership role in combating climate change
5) Comprehensive transportation mission: region, neighborhood, hospital
Mobility/Transportation Improvement

Comprehensive Transportation Plan

Four-tiered Approach | Commitment | Elements
--- | --- | ---
**Reduce Vehicle Traffic:** Transportation Management Plan | several million/year | 1) Best-in-Class commute benefits
2) Shuttle links to transit hubs
3) Innovative bicycle programs
4) Parking charges and Management

- Reach 30% daytime employee SOV rate. Reduce 30-40% of net new PM peak hour vehicle trips

**Make Traffic Flow More Efficient:** Contribution to corridor projects | $1.5 M Capital
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Intelligent Transportation Systems (ITS) alone: Reduce 3-10% of delay

**Make Northeast Seattle a Better Place to Walk + Bike:** Capital contribution to active transportation projects | $2.0 M Capital
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Significantly increase biking and walking

- Invest in bicycle and pedestrian improvements that link the hospital and surrounding community to larger walking and biking networks

Good campus design that supports our transportation plan
Children’s is building on its record of success in transportation.

### Percent of Children’s Daytime Employees Driving Alone to Work

**as measured in CTR surveys 2004 - 2006, and 2028 Goal**

- **2004**: 50%
- **2006**: 38%
- **2028 Goal**: 30%

*Note: SOV rates as measured in the 2004 and 2006 Washington State Commute Trip Reduction (CTR) survey, a more stringent survey than used in Children’s existing TMP agreement with the City. Children’s target, a 30% SOV rate among daytime employees as measured by the CTR survey, mirrors the 2020 goal set for the University District Urban Village in the City of Seattle’s comprehensive plan.*
Children's Transportation Plan will achieve by 2028:

- 30-40% fewer net new PM peak hour vehicle trips
- Approximately 500 fewer parking spots needed
- Add only 1 minute of travel time on Montlake
- By 2028, the Children's transportation plan will reduce 2,700 metric tonnes of carbon emissions every year...

Montlake Boulevard NE southbound between NE 46th St and CR 520

Travel time today: 14 minutes
Future travel time with CTP: 15 minutes

With Children's transportation plan, travelling on Montlake Boulevard in 20 years will take only one minute longer than it would with no expansion.

...This is the equivalent of planting 2,700 acres of trees
Mobility/Transportation Improvement

Comprehensive Transportation Plan

<table>
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<th>Elements</th>
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<tbody>
<tr>
<td>Reduce Vehicle Traffic:</td>
<td></td>
<td>1) Baseline commute benefits</td>
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<tr>
<td>Transportation Management Plan</td>
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<td>2) Shorten times to travel hubs</td>
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<td></td>
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<td>3) Innovative bicycle programs</td>
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<td></td>
<td></td>
<td>4) Parking charges and management</td>
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<tr>
<td>Make Traffic Flow More Efficient: Contribution to corridor projects</td>
<td>$1.9 M capital</td>
<td>5) Capital investment in line with City priorities ($1.4 M)</td>
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<td>6) Intelligent Transportation Systems (ITS) - smart signals that improve traffic flow ($0.5 M)</td>
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Pedestrian-bicycle connection across Hartmann property to the Burke-Gilman Trail
Mobility/Transportation Improvement

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Mobility/Transportation Improvement

I.B. Streetscape Plan

SANDPOINT WAY NE
100' ROW

Burke-Gilman Trail
Sand Point Way NE
40th Ave. NE
NE 45th Street
Enhanced public transit/Children’s shuttle center on Sand Point Way NE
## Mobility/Transportation Improvement

### Summary of Sand Point Way/40th Avenue Intersection Evaluation

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<th>Intersection Design</th>
<th>Criteria Evaluated</th>
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<tbody>
<tr>
<td>City's Proposal</td>
<td>+</td>
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<tr>
<td>Modified City Proposal</td>
<td>+</td>
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<tr>
<td>Split Intersection</td>
<td>-</td>
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<tr>
<td>Emergency vehicle access</td>
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<tr>
<td>Pedestrian safety</td>
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<tr>
<td>Pedestrian crossing convenience</td>
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<tr>
<td>Bicycle access to Burke Gilman Trail, Laurelhurst neighborhood (different desire lines for bikes compared to peds)</td>
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<tr>
<td>Traffic operations/Signal Coordination within System</td>
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<tr>
<td>Sand Point Way Operations</td>
</tr>
<tr>
<td>40th Avenue Design Constraints</td>
</tr>
<tr>
<td>40th Avenue Thru Access</td>
</tr>
</tbody>
</table>

### Symbols

- **+** = Meets criteria and is a benefit
- **0** = Neutral / Meets criteria but not necessary a benefit
- **-** = Negative impact / Does not meet criteria

[Diagram of intersection designs]
Mobility/Transportation Improvement

I.D. $2 Million for Bike and Pedestrian Fund

→ Significant enhancement of pedestrian and bicycle environment

Sources:
• Seattle Bicycle Master Plan
• Seattle Pedestrian Master Plan
• Community input

Potential projects:
• Bicycle boulevards
• New sidewalks, safer crossings
• Way finding
Engaging our neighbors in alternative transportation options
In-Motion

• Partnered with Metro to reach 7000 households in NE Seattle
• Maps
• Free-ride tickets
• Prizes and incentives

→ “Will you commit to driving 2 days/week less?”
Mobility/Transportation Improvement
Mobility/Transportation Improvement

Core NE Seattle area: 9% (approx 232 participants)

Windermere: 6% (approx 84 participants)

Laurelhurst: 5% (approx 99 participants)

Other areas: (approx 50 participants)
In-Motion Results

Reduced:

- 17,000 plus car trips
- 275,000 miles of driving
- 14,000 gallons of gasoline
- 270,000 lbs of CO2
- drive alone trips dropped 12.4%

→ 65% say “very likely to continue new travel pattern”
Feet-First

- Partnered with pedestrian advocates, Feet-First
- Created map of walking routes
- Sponsored neighborhood walking event
- Printed and distributed 15,000 maps
II. Open Space and Pedestrian Porosity

II.A. Plaza and street amenities on 40th Avenue NE: wide sidewalks, street trees, landscaping, furniture, signage

II.B. Terrace garden on Laurelon Terrace with mature landscaping and art visible to Sand Point Way

II.C. Pocket garden at corner of 40th Avenue NE and NE 45th Street

II.D. Laurelon Terrace: 47% of lot area in open space
   > 52,414 SF at grade
   > 82,734 SF accessible rooftop
II.A. Plaza and street amenities on 40th Avenue NE: wide sidewalks, street trees, landscaping, furniture, signage
Open Space and Pedestrian Porosity

Examples of buffers
Open Space and Pedestrian Porosity

II.B.

Terrace garden with art visible to Sand Point Way NE
II.C.

Open Space and Pedestrian Porosity

Pocket garden at corner of 40th Ave. NE and NE 45th St.
Pocket and Interior Gardens
II.D. Underlying L-3 Zone: 25% of lot area required

Laurelon Terrace Proposed

Site area = 288,134 SF
Structures = -224,120 SF
Driveways = -11,600 SF
Open Space at Grade = 52,414 SF
Accessible Open Space at Elevated Gardens = 82,734 SF

Total Open Space = 135,148 SF 47%
Open Space and Pedestrian Porosity

- 12.9 acres of open space (41% of campus)
- 75’ setback and fully landscaped buffers across from single family residential uses along most of north, south and east boundaries
- Preservation of Sequoias and significant trees on entire campus
- Garden and horticultural tours/signage
III.A.

- Public sustainability display and education
- Adopt 2030 Challenge reduction
- Generate renewable energy onsite
The Washington State Department of Ecology honored Children’s with the 2008 Governor’s Award for Sustainable Practices in recognition of our efforts in the following areas:

**Reducing waste:** As part of the reduction or diversion of 284,542 pounds of solid waste, we compost 1,400 pounds of food waste each week, reprocess 100% of kitchen fat into biodiesel, are shifting to larger, re-usable sharps containers—eliminating nearly 18,000 pounds of disposable plastics.

**Conserving water:** We installed low-flow toilets, retrofitted the surgery autoclave, upgraded the medical air system, and switched to microfiber mop—saving 7,042,276 gallons of water.

**Procuring and promoting eco-friendly supplies:** We use 30% post-consumable paper products, return empty printer cartridges, and phased out all medical devices containing PVC or mercury.
IV. Affordable Housing

• Provision of affordable housing in NE Seattle (beyond replacement of Laurelon Terrace units)
V. Pediatric Care

- Uncompensated pediatric care for families unable to pay ($86 Million in 2008, estimated $100 Million plus in 2009)
- Free flu vaccines for over 3800 children and caregivers
- Free community healthcare classes, resources on public safety, childhood obesity, special needs, chronic illnesses, etc.
- Advocacy work on public healthcare legislation and policies
A few highlights of Pediatric Care Outreach include:

- Injury Prevention - Safe Kids/Injury Free Coalition members; car-seat safety classes; water safety, drowning prevention workshops; bike/ped safety; sports injury reduction classes.

- Odessa Brown Children’s Clinic provides primary care including medical, dental and mental health services, services for the Garfield High School Teen Health Clinic, for homeless children attending First Place elementary school and for Morning Song Day Care.

- Children’s Obesity Action Team (COAT), a multi-disciplinary team that has offered education and culturally responsive, age-appropriate resources for families and clinicians to decrease childhood obesity.

- Stanley Stamm Summer Camp gives children with serious illnesses the chance to go fishing, ride horses and take part in other activities typical of summer camp at a sleep-over camp near Mt. Rainier. The camp hosts children ages 6 to 14 with a range of terminal or chronic medical illnesses.
Summary of Measures

Public Benefit Matrix

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Thank You