

Seattle **design** Commission

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APPROVED **MINUTES OF THE MEETING**

March 19, 2009

Convened 8:30 am
Adjourned 4:30 pm

Projects Reviewed

Northgate Urban Center Park
Tim Gallagher, Superintendent of Parks and Recreation
Electronic Parking Guidance System
Madison Valley Stormwater Improvements
Children's Hospital - Street Vacation

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Graham Black
Brendan Connolly
John Hoffman
Nathan Polanski
Dennis Ryan
Norie Sato

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jeff Arango

Celebrating 40 Years 1968-2008



March 19, 2009

Project: Northgate Urban Center Park

Phase: Design Development

Last Reviewed: August 21, 2008

Presenters: Kim Baldwin, Parks
Doug Leigh
T Frick, Mithun

Attendees: Paul Fishberg, Office of Policy and Management
Karen Janosky, Mithun

Time: 1 hour

(169/RS0605)

ACTION

The Commission would like to thank the design team for their clear presentation of the Northgate Urban Center Park design and unanimously approves the design development phase with the following comments:

- The Commission appreciates the design team's consideration of the history and context of the site and also the lengths that were gone to determine what the community is looking for. This is reflected in the depth of the design concept.
- The Commission appreciates the good coordination with SDOT on streetscape elements, and that the park could in a sense extend into the right-of-way..
- Commissioners recommend keeping the art simple. It should not try to be too literal in telling a story.
- The design team is guided to look to some of the other newly designed places in the Northgate area and tie in to them with the choice of materials and objects.
- Consider a community driven local planting program to provide plants where the budget can't provide for all planting materials.
- Commissioners are concerned about the colored pavement. Using monochromatic coloring could lead to later patching being highly visible. Also, take care in considering how the color chosen fits into the overall color scheme of the park with an eye to keeping it simple.
- Focus attention to programming, and how different spaces are used for various activities.

Presentation

The idea for the park began as early as 1993 in the comprehensive plan. On April 1st, 2009 the city acquisition of the property will be final. As part of the negotiations with King County they would like to lease back part of the site for their use. Free bus tickets will be used, including \$10k in free bus tickets.

The Design Commission last reviewed the project in August of 2008, but the project was put on hold because construction funding was uncertain. The City Council recently approved funding for the project. The total project budget for Phase I is 4 million dollars. The design team is collaborating with SDOT, but there is little opportunity to work with SPU. Along 3rd Avenue, they are developing a streetscape design, along 5th Avenue a capital project to develop Northgate Way to the park and to continue design criteria to the north.

In April they will have 60% construction documents, 95% by May. The project will go out to bid in July with construction in late fall. A MUP will be required.

The Site is now a park and ride and consists of a sea of asphalt. The project site is located just north of the Target/Best Buy facility and the Northgate Mall.

As part of the community meeting process the design team got to learn the hopes and vision of the community. At the first meeting, each community member got a passport to provide individual input in terms of a visual preference survey that included images (are they important or not important). It also included a cultural audit process – only certain groups can make the meeting, gets the feelers out in the neighborhood and to those that might not attend the meetings. It identified a very diverse demographic: young children, families, students, older people. The team distilled vision of ideas from the input, including heritage and it should be fun, a contrast to the urban environment. Social, economic, ecological were all considered, including sustainability in terms of ecological, social and economic functions.

The process led to a group of program elements that were then prioritized by the project team. Program elements drove the vision plan. Intimate yet interactive space was a major focus with an emphasis on passive activities and serenity. Three design alternatives were presented at the last meeting. First is the blue street, connected to the Bruce family, that used to own the site. Hydrology analysis shows a creek that went through the site and serves as the basis for the blue street. Next they looked at the edges and solar access. 112th and 5th are very busy, but in the park and to the west it is quieter. Grade constraints were also considered. The south end of the site is below grade, it's a constraint and an opportunity, create a perch or overlook.

Final program diagram was the result that was presented at the last meeting. Loved the contrast between the urban and natural environment, gateway features are important as is the promenade connecting the historic wetland and spring locations. Intersperse exercise and play along 5th avenue where there are eyes on the activities. Skate park will be near 112th on the south side. They are looking to activate the edges in the future.

Main gateway is the along the south side. Four ADA access points to the park are incorporated at the four corners. Existing trees will be preserved where possible. Decorative concrete will be used, probably a colored concrete with a texture. The blue street runs through the center of the park. The promenade is accentuated and celebrated.

Regrading will occur from 112th to the north to make the grade change more gentle. Along 3rd, a new curb, plantings and sidewalk zone will be developed. 3rd Avenue is a green street, non-through vehicular street, hopefully it will be coordinated with the neighborhood market.

When there is water along the blue street, they are trying to get a sense of movement and flow. Waiting for monitoring of existing spring, they don't know exactly how much water they will have. It will either be a natural spring, if not, they will celebrate the expression of water by tying it in to the irrigation system.

The spring site is inspired by two myths of spring. Local native spirit named beaverwoman is one. The center is surrounded by a granite pool, within the pool are granite stones that act as stepping stones when water is in the pool. Sense of grave markers, marking history. Source stone – large granite bolder, water fills and spills over the sides, in center stainless steel disc, under will be red lights to glow, illusion to beaverwoman, an opportunity to etch the myth and history of the site. Beaver fir texture carved on the outside. Final piece is the basin itself, will have water in it most of the time, want to do something with the basin floor, looking at embedding at the seams of the paving some red glass or something that sparkles, the basin in the source stone will have a gold or silver leaf.

The neighborhood used to have a contest for the tallest Christmas tree, Northgate won, brought in a tree with only a small top and re-nailed the rest of the branches. Looking to have a large growth of evergreen trees, something that contrasts the other trees in the park. Large area left to plant, but they are working to determine the exact nature of the plantings and cost estimates. Looking to accent the low point.

The lawn area is meant to be a drought tolerant mix, looking at different grass options for these areas and using trees for shade. Exercise play area – basketball court, chosen because it serves multiple functions including stretching and four square. No exercise equipment in the first phase.

Commissioner's Questions and Comments

Wetlands area – looks like there's some raised things, are they rocks or granite?

We're hoping to in Phase I have some sitting blocks, that will allow access to low point.

How wide is the promenade?

12'

Has the project been reviewed by the public art committee?

No, it's not a 1% for art, the Parks dept. was reviewing it, but it was not selected.

Simple is always good. Keep the interpretive elements to a minimum, should be aesthetic qualities.

Lighting, do you believe there is enough?

It's been studied, a lot of light from adjacent properties, including the H building and parking lot lights. Pedestrian pole lights on some paths, with in grade LED lights along the blue street. Blue color will be used. Linear LED in the tunnel for aesthetics.

You had a section drawing through the south end, it looked like there are existing retaining walls?

Yes, there is an existing eco-block wall, where it sticks up above grade, we plan to remove it and use it elsewhere on the site.

You are raising the site quite a bit?

Yes, to bring the site up to the surrounding streets. It helps with the water table, which is really high. Allows us to treat the site as a giant rain garden.

Is there a sidewalk on the south side?

Yes, adjacent to the Target. A walkway has been added along the south side in the park.

Will street parking be retained?

Yes. Public parking at Target can also be used and a bus stop is adjacent to the park.

Is there still a driveway on the south side?

There is an existing ramp, but it will be removed.

If you create an open space/walking system, are there are any other destinations that we should be aware of? I would suggest that as you make decisions about materials, objects and characteristics that other details already put in place are well related to the project (Lorig project, Library, etc..)

Yes, we have been exploring those details in the design.

On the art, the source stone, the stories are fabulous. I get overly worried about graffiti and vandalism.

I like the depth and historic reminiscence. Rather than be a concept you look back to, but in terms of tree planting, if they wanted to plant a large tree, you're also thinking about the future and how the trees grow. Let community process decide tree species, opportunity to create community involvement.

You called out colored concrete, the issue with it is that there will be replacement, a consistent monochromatic tone, when you do replace it, it won't match perfectly, so consider adding more variation now.

On the planting, it might be a good idea to focus the budget on the Northwest portion where you have that open space. Focus on that corner.

March 19, 2009 **Project:** **Parks and Recreation Briefing**

Phase: Briefing

Presenters: Tim Gallagher, Seattle Parks and Recreation

Attendees: Dan Johnson, Seattle Parks and Recreation

Time: 1 hour

ACTION

The commission would like to thank Tim Gallagher for the presentation on the Parks and Recreation Department and offers the following comments:

- **Need a new creative attitude about a public parkways system downtown. Appreciate the parks emphasis on sustainable landscapes**
- **Park range program and the social dimensions of park planning**
- **Potentials for Victor Steinbrueck Park**
- **Concerns about water related activities, need aquatics centers**
- **Tim's comments on the high competence of DPR project managers**
- **Reaffirmed DC's role as being a collaborator and providing critical feedback for DPR comments**

Presentation

The role of Parks and Recreation is changing constantly. Parks and Recreation is one of the lucky departments in the city with the park levy that was recently passed. \$145 to 150 million in projects. Even though the council promoted the levy (not the mayor), they were within the department's priorities. First couple of years, probably \$60+ million will likely be spent.

Number of projects out there they'd love to be involved, in school closing sites, but there are several projects that can't go out soon because of related issues. Some projects will take some time.

They may end up having to bond for some money up front because they won't have the tax money, but bonding is very cheap now. Chance they will not have to bond.

Green Streets concept – Being new to Seattle (18 months), with all the development downtown, in my view no one is going to be living downtown unless you provide the green space within 10 years. The waterfront is a great opportunity to provide public open space. It is 400-500 dollar a square foot to buy Denny Triangle space for a pocket park. We already own 44% of downtown, why are we looking at buying these triangles at 400-500 a square foot or even as high as 700 a square foot? The street ROW is a major opportunity. Give up parking or one travel lane on two east-west and two N-S streets and add it as open space. Bell Street – looking to do a project where (with SDOT), one travel lane is vacated and the project will be constructed by city light (1.6 million dollars for 3 block area) – 11,000sf of park space can be developed. 130 dollars a square foot. Use the dollars in the park levy to buy the park space from SDOT to pay for the costs of improvements.

Victor Steinbrueck Park – Perception of downtown parks is that they are not safe. Compared to other cities, there is no problem, although there are some issues. One of the things I've learned in my career, there is one reason people use parks – doesn't matter why you are there – you are at that park because you feel safe in the activity you are doing. The problems are a result of the fact that they feel safe doing whatever it is they are doing. How

do you change that, how do you make them feel unsafe doing activities that want to be discouraged? Park ranger program is one such effort, but it's not addressing the overall activity levels, just shifting where it occurs.

Commissioner's Questions and Comments

Likes the idea of creating open space within existing ROW. Could increase the required setback and increase the amount of open space.

Parks is trying to build public support. Currently they can do this without private involvement, but maintenance is something that may need business support. Creation of a downtown district is likely to occur in the future. Open space improves retailing opportunities and property values, we should recapture that.

Why Bell Street?

There is a project going on there now, it gives an opportunity to get the project done in a timely manner. It's designated a green street.

Ideas of designating certain streets as green streets and parkways, that it's coordinated with SDOT and other projects relative to transportation. Some projects will increase traffic capacity while some will add green space.

We all have to acknowledge that to make this a reality we have to not allow the automobile to dominate the community and design, which it has traditionally. We're working off the concept of sustainable landscapes, including native plantings.

There is no overall open space plan for the City.

Make a pitch for the Seattle Greenbelts. They are a wonderful resource, you can see eagles and hawks. Do we have any money to eradicate invasive species?

Plan to remove invasive species from park lands. 30,000 hours of volunteers have been working towards this effort. 2 million dollars a year is allocated for this effort. 125 acres a year is being done.

What's the plan for the school properties that will be available with the school closings?

Properties are very expensive. It's a problem when public money pays another public agency for these properties. We need a pot of money to be able to act fast.

Are there any plans for an aquatic center focused on kids and places?

Spray parks are being developed. Rainier Beach Community Center is a \$25 million project rebuild to include an aquatic center, but will be more a traditional indoor pool. Nothing planned that would include numerous water activities (slides, etc..). Magnuson Park is the most likely candidate for an aquatic center. Is it an equity issue? Yes to some degree, it always is with park projects. We try to focus on need.

How can the Design Commission be of service?

I want people that question what I'm suggesting, it forces us to rethink our ideas and concepts. It's one of the most important functions of the Design Commission.

March 19, 2009	Project:	Electronic Parking Guidance Program
	Phase:	Briefing
	Presenters:	Michael J. Solheim, SDOT Meghan Shepard, SDOT Robert Wagner, Wagner Architects
	Attendee's:	Charles Bookman, SDOT Margo Polley, SDOT Hicham Chatila, TranspoGroup

Time: 1 hour

(169)

ACTION

The Commission would like to thank the design team for their clear presentation of the Electronic Parking Guidance Program, and unanimously approves the design direction, with the following comments:

- The Commission is encouraged by the 20-year history of this technology in Europe and more recent use in the US.
- Commissioners appreciate that the need for the new parking system is driven in large part by the loss of short term parking spaces under the viaduct and by a policy of encouraging commuters to travel by transit instead of park all day in the Downtown.
- The Commission is glad that the team has chosen colors that will minimize confusion and encourages them to continue to keep an eye on avoiding visual clutter any way possible.
- The team is encouraged to consider the backs of the signs. If art is placed there, it should be to enhance the pedestrian experience and not to mask unsightliness.
- There is some concern on the part of the Commission that the City is guiding cars to park in private garages.
- Commissioners encourage the provision of pricing information online and with signage where possible
- It would be beneficial to incorporate an evaluation step in this program, to assess whether the original goals and objectives are being met.
- The Commission encourages the project team in their search for a name for the project, understanding just how hard it is to find one that communicates the message effectively.
- The Commission recommends that the project take cues and tie into the design themes of existing wayfinding systems in the city, and using this opportunity to link neighborhoods.

Presentation

Center City Parking Program was the catalyst for the project. Two important goals:

- Perception is that parking in Downtown Seattle is easy to get
- Address the fact that 800 parking spaces that will be lost with the removal of the viaduct.

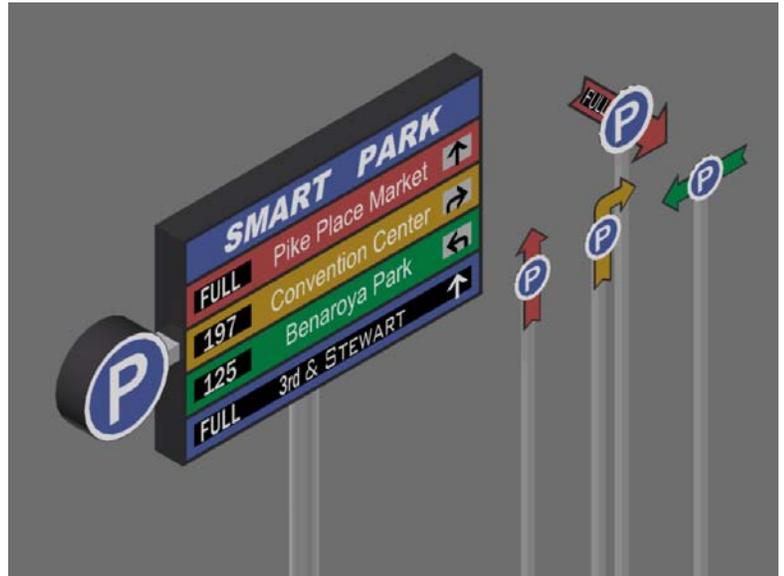
- Manage commuter parking
- Market customer visitor parking
- Maximize use of off-street parking for short term

The program uses dynamic message signs to provide real-time space availability information and maximizes the use of existing parking. The heart of any electronic guidance system is information. Use websites, pda's/smartphone, dynamic signs, navigation. On-street wayfinding – 3 types of signs, dynamic sign at major decision points. Static sign for routing. Dynamic sign at facility entrance.

Elements of a dynamic sign:

- Parking logo
- Driving direction
- Name of facility or zone color of zone
- Explanation of display
- display of currently available parking spaces

Zone method divides the city into destination areas. Parking facilities are located in each with information specific to each area. Zone approach minimizes signs. European cities have been using similar systems for 20 years. Examples of European wayfinding systems show that the signs are generic and homogenous. Portland and San Jose recently instituted electronic parking guidance.



Draft Rendering of Dynamic Sign

Key design principles:

- signs and structure – safe and effective
- identifiable brand
- attractive
- durable
- cost effective
- implement a zone wayfinding system

Focus of the project is the central business district. Divided the project into two phases, the retail district and the Pike Place Market. Project includes 6 garages within these two districts. City of Seattle doesn't own or operate any off-street parking spaces, so the system will require partnerships with private owners of parking facilities.

Logo design – simple round blue "P" signs are effective and simple. Color bands are proposed in the main signs to identify different garage locations within Seattle and displays available parking spaces with a variable LED message board sign on the bottom.

Alternatives – Other design alternatives were shown including using a white border and solid blue signs.

Timeline – RFP 2Q 09, initial phase 1Q 2010, initial phase operational 2q 2010, build out phase ?

Commissioners' Comments and Questions

What's the benefit you hear from other cities?

Too new in many places to tell, but the benefit is easier trip planning, travelers can check the website before they go and will help businesses as well as tie in with other downtown marketing efforts.

Are garages full?

Definitely less full then when the project was started given the economic climate.

Is there the potential for conflict or overlap between garages?

Limited to parking garages, must have over 200 spaces. Pioneer Square and the Central Waterfront don't have any central garages, so smaller facilities may have to be included. The system is flexible in that respect.

The colors and font, how everything is presented. Avoid anything that is used as typical street signs. The Smart Park branding could be inverted with white and blue and perhaps used to identify garages as opposed to an overall brand. Have you thought about a red light that comes on when it's full or something to strongly identify this occurrence?

Garages will be identified as full when they reach capacity.

The parking numbers are listed first, but in the European example they are on the right. What was the reason you chose the left side?

More people in the process liked the parking numbers on the left so we used it.

What is proposed on the back-side of the sign?

Exploring public art, but nothing definitive has been developed, it may need to be explored after the initial signs are installed.

Does Portland have an incentive program or partnership to provide .95 cents an hour parking?

Portland, unlike Seattle, owns all of the parking garages so it's easier for them to set parking rates. The Seattle program will not dictate pricing. If the program is successful, pricing may be something the city could become involved in.

Psychologically, the way I park, is to circle to find street parking. Perhaps there needs to be some price predictability to avoid excess downtown car trips to find the right price point.

You indicated an evaluation process. What are the elements of that process?

We're still developing that process, with the data we receive from the garages we can track availability along with surrounding retailers if they've seen an uptick in visitors. The public will also be consulted.

How will marketing work?

Website will be the major effort. Focuses on identifying an identity for downtown parking program. Smart Park or whatever it may be with logos and colors.

To avoid conflicts, could pricing information be provided?

It will be provided on the website.

I'm sensing there isn't a huge need to know where parking is or available in downtown, because I know there is plenty of parking.

We're preparing these plans for when the viaduct is gone.

On the evaluation piece, I think it's good that you are assessing principles that other places have used and borrowing what you think will work here. The challenge will be to measure the effectiveness of the graphics from a public user's perspective.

In terms of putting artwork on the back of the sign. I don't like artwork being used as a band-aid. I think there may be an opportunity, but is there another kind of information that may be better than artwork? It needs to be assessed.

Maybe there is transit information other pedestrian information that could be provided on the back of the signs.

The name, Smart Park, is it too generic as others cities have used it?

March 19, 2009 **Project:** **Madison Valley Stormwater Improvements**

Phase: Concept Design
Last Reviewed: January 15, 2009
Presenters: Brent Middleswart, SPU
 Gail Staeger, Nakano Associates

Attendees: Celia Kennedy, SPU
 Christine Harrington, Neighbor
 Gail Staeger, Nakano Associates
 Grace Manzano, SPU
 Linda De Boldt, SPU
 Mark Graham, MWH
 Michael Shiosaki, Parks and Recreation
 Ryan Lambert, HBB
 Tom Finnegan, MWH

Time: 1 hour

(169/RS0607)

ACTION

The Commission would like to thank the design team for their clear presentation of the Madison Valley Stormwater Improvement Phase II project and approves the conceptual design by a vote of 7-1 with the following comments:

- The Commission appreciates the response to community needs in designing the project.
- Commissioners are glad to see that the artist is involved at this early stage, and anticipate seeing interesting work from him.
- The Commission would have liked to see more design options at this stage (such as a design with a square tank in addition to the one with a round one.)
- This being such a costly and sophisticated infrastructure project, Commissioners recommend making the technical aspects of the facility more visible to the public. Recommend being more expressive instead of understated. This might include making the connection between the two phases of the project visible in some way.
- We recommend opening up adequate site lines from Madison to provide for a measure of security and surveillance.
- The Commission asks the design team to please consider opportunities for natural drainage solutions in the streets and sidewalks that must be replaced in the course of the project.

Note: Dissenting vote because the project is too understated and not expressive enough of the technical aspects of the stormwater improvements.

Presentation

Challenges for commission – the pipeline. Welcome the support and comments from the Design Commission. Distinctions between phase I project and the park.

Overview – In terms of solutions, significant floods have occurred in recent years. Water went over curbs and flooded basements during a strong event, caused a drowning in a house basement nearby. Three primary parts to the project, an expansion of the storage facilities at 30th and E. John, constructed this summer. Phase II – intercept stormwater at NW basin to divert water to storage in Washington Park. Total flow rate (max.) 2 million gallons at storage site in Washington Park. Normal is 900,000 gallons, but the design is for an extreme storm event consisting of below and above ground storage. Integrate facilities while addressing the stormwater needs and to develop options that minimize resident and business impacts. Various design concepts are being explored to minimize adverse impacts. One such effort is to address storage adjacent to the soccer field without impacting the soccer field. Retaining the community identity is another major goal of the project.

Arts – Artists selection Adam Kuby of Portland, OR who has worked on other arts projects for the city. Contract should be signed in a month. Phase I and II artwork will be done by Adam.

For the site with the surface storage and tanks is a Seattle park, so the parks department is involved. It's a wooded ravine site and the trees are reestablishing themselves and used as an accessory to the ball fields. Retaining the green backdrop is important to the parks department.

Three alignments are being explored. All run through relatively dense single family neighborhoods. Factors in the decision making process include reducing neighborhood impacts, geotechnical issue (risks) and cost.



900,000 below ground storage, so for most events it would accommodate all needed storage. One option is a circular tank with a bermed above ground storage area. The berm is 3' high. High groundwater table is an issue. Access road off of E. Madison to give access to storage.

Another option is a square tank depending on geo-technical analysis.

Connecting into an existing sewer line, tanks need to be fed by gravity. No combined sewer should flow into it, which sets a maximum depth level of the tank in order to avoid this from occurring.

A small portion of the wall of the tank will be exposed adjacent to the open storage area.

Overall criteria – very early in the design plans – technical info and public process is still evolving. How can they put in these structural improvements as gently as possible? Keep the same percentage of wooded areas and open lawn. Arborist will be on board soon, a tree survey will be performed. Grading will be required for the roads. Many deciduous trees as well as evergreens. Opportunity for more native species. Instead of one gently sloping

lawn from west to east there will be two lawn areas with 12' to 15' grade difference between the two. The tank will be buried in the hillside on the upper lawn. Connection (pedestrian) to the neighborhoods to the NW.

Commissioner's Questions and Comments

Looks like your scheme at this very early stage has a round tank, but the square tank might change the scheme. You should show two schemes that show the differences.

They are considering both and they will explore several different options.

The park property goes up to the mixed-use building. Does the park property extend across Madison at all?

No.

Might be good to look at the north side of Madison, when you re-do that section. Perhaps the south side of Madison could pick up some of those qualities.

Have you considered putting the storage tank under the soccer fields and combining it with a project to turn the field into turf?

Considered it, but there is a geotechnical issue with the soils and the cost of making it shorter and broader is prohibitive. Plus, it would displace the users of the soccer fields.

From the parks department's perspective they are glad the users of the fields won't be displaced and the money to change the field to turf is no longer available. Once the turf is installed stormwater on the field would not be beneficial.

Is a high water table an issue?

Our thought was that when we dig out the area we could create localized drains and in theory we are above the water table.

Will you have the same drainage type structure in phase II as phase I?

Yes, a similar type structure will be required to allow water to get in and out.

On the pipeline alignment, some go through the neighborhood, some do not. Will work on Madison require the parking to be removed and will it take up both travel lanes?

We would maintain at least two traffic lanes, one in each direction.

I'm a little disappointed of the apologetic attitude about the project and the notion of tucking the project. It could be powerful and expressive in a revealed manner and a publicly driven installation. We shouldn't pretend it's something else. I'm wondering if the path of blending is the best option.

Lots of creativity available and we are trying to move it towards celebrating it in some ways. We don't want to inadvertently change the character.

It's an opportunity to create your own vista or identify as the arboretum is highly manipulated as will be this project. It needs an overall design scheme.

On these neighborhood streets where we have to do curb to curb replacement, can we incorporate LID and connect the two places that educates and ties the two phases together. I know the tank will be at the low point, but can that water be reused for other purposes, such as irrigation?

It's technically grey water, collected from the streets. If it were stored, it would require pumping and treatment prior to being used.

How long will the tanks last?

100+year structure, cast in concrete.

March 19, 2009	Project:	Children’s Hospital Street Vacation
	Phase:	Street Vacation
	Presenters:	John Keegan, Davis Wright Tremaine LLP David W. Neal, Zimmer-Gunsul-Frasca Partnership Todd Johnson, Seattle Children’s Hospital
	Attendees:	Allyn Stellmacher, ZGF Desiree B. Leigh, Seattle Children’s Hospital Beverly Barnett, SDOT Casey Hildreth, SDOT Jeff Hughes, Sustainability Environmental Stewardship Paulo Nunes-Ueno, Seattle Children’s Hospital Peter Steinbrueck, Steinbrueck Urban Strategies, LLC Scott J. Osterhage, Seneca Group Inc. Scott Ringgold, DPD Suzanne Peterson, Seattle Children’s Hospital

Time: 1 hour

(170)

ACTION

The Commission would like to thank the design team for their clear presentation of the Seattle Children’s Hospital Street Vacation and unanimously approves the urban design merit of the proposal to vacate 41st Ave. NE and NE 46th St. in the Laurelton Terrace block with the following comments and recommendations:

- The Commission is of the opinion that because this road was planned and platted for the condominium development on the site now, the street is no longer necessary when the existing development is removed.
- Of all possibilities for an expansion of Seattle Children’s of this scale, developing the Laurelton site appears to the Commission the alternative with the least urban design impact to surrounding areas.
- The Commission acknowledges there will be urban design impacts as follows:
 - The street grid will not be impacted because the streets to be vacated were not a part of the original street grid.
 - The urban morphology – massing, block forms, spatial patterns – of the proposed project, with its large new buildings, will differ from that of the surrounding neighborhood.
 - The character of the immediate neighborhood will change.
 - The pedestrian experience will be impacted negatively by an increase in traffic, and also positively by the proposed pedestrian improvements.
 - There is a possibility that the parkway character of Sand Point Way may be impacted.
 - Traffic impacts will result and shift when vehicular use of the site increases and the primary vehicular entrance is moved from Penny Drive to 40th Ave. NE.
- The Commission recommends, that the existing neighboring uses in the triangle of land flanked by Sand Point Way NE, NE 45th St. and 40th Ave NE be given consideration, because they will be greatly affected by the proposal.

While the Hartmann property, on the other side of Sandpoint Way from the subject site, is slated to be improved in phase II, the Commission recommends that improvements that better link the facility to the Burke Gilman Trail be made sooner.

With regard to the next presentation to the Commission, the following recommendations are made:

- **Please provide more definitive site statistics, such as delineating open space between the at-grade open space and areas provided in above grade plazas.**
- **More clearly delineate publicly accessible and semi-private open spaces.**
- **Provide clarity on which project elements are part of the project and which are exclusively tied to the public benefit required for the street vacation.**
- **Please provide more definition of the traffic patterns, particularly at the 40th Ave. NE and Sandpoint Way NE intersection.**
- **Provide more distinction between policies, goals and public benefits.**

Presentation

Phase I of a two phase review process with the Design Commission. Phase I review is the urban design merits.

In terms of why Children's needs to grow, it is bursting at the seams. Care for the sickest children in our region. Due to a number of factors including the growing population they do not have enough space to service the need. 6.7 acres at the Laurelton Terrace site is proposed for the expansion.

Expand to the east to the Laurelton Terrace Condominiums encompassing the entire 6.7 acre site with multi-story buildings and green space. Based on space needs, parking and regulatory requirements they have worked hard to come up with a design scheme that addresses all issues.

Pedestrian connections as well as connections through the campus are incorporated into the overall design. Automobile access will include two new access points along 40th and may include a new ambulance entrance and the Hartman property will include one additional access points.

A transit hub is proposed along Sand Point Way and the architecture will tie in with the transit hub.

Along Sandpoint Way a 10' setback is proposed an additional 30' setback above 50'. 40th Ave. NE – larger setback, 20' initially then 80' above 50'.

Garden Edge Buffers, 75' along 45th St., 45th Ave. NE, 47th St., 44th Ave. NE, NE 50th St.

The design team is striving to retain most of the open space from the Laurelton Terrace Condominiums. The master plan shows a loss of only 2% of the open space. However,

the proposed open space includes non-publicly accessible areas such as rooftop open spaces and plazas.



Sandpoint Way NE Street Frontage

60 to 70% of the landscaping at Laurelton can be moved and saved as it is incorporated into the hospital expansion. Sustainability guidelines listed in presentation, see materials submitted of presentation slides.

Public/Community Benefits were listed in presentation.

Public Comments

Beverly Barnett, SDOT

Very early in the review, but in looking at the review for today's meeting, it does move the building away from the residential development. The purpose of the street in Laurelon goes away with the removal of the residential development.

Casey Hildreth, SDOT

Hospital has been very supportive of sustainable transit. There are some traffic issues in the area. Transit hub is in line with the cities goal of improving service and we support the shuttle and transit improvements. Describing it has a transit hub is a bit of an overstatement relative to other locations. Transit ridership is generally lower in this part of the city.

Scott Ringgold, DPD

DPD has been looking at the rezone and EIS with the development. We expect the hearing examiner to issue a determination on the master plan and EIS relative to the rezone. There have been several alternatives so far, and there are many factors that have been taken into consideration through the process, such as not having skinny towers near residential development by focusing development on the flatter area to the west.

Commissioner's Questions and Comments

On page 34, the open space calculations, does that include the open space decks or is that all at grade?

Yes, some of the open space deck is included.

What is the program for the Hartmann property?

General strategy is to bring Hartmann into the fold, but it's unclear what the needs are going to be in the future. Other support uses are a possibility such as offices. It's currently occupied by sand point pediatrics.

Relating to the intersection of Sandpoint way and 40th Ave. NE, a smaller scale plan would be helpful for the next phase of review.

Regarding the transit hub, I'm curious about what that is? Improved transit stops or facilities?

Vision for the transit hub is to have all aspects of placemaking, to create an attractive area and to reconfigure the area to allow for better use of the shuttle service that Children's provides and increased headways.

We would like to see more details on the transit hub area and the aesthetics and function of that area and how it relates to the proposed buildings.

We would like to see how emergency vehicles move in and out, how do they get in and out?

They can use Sandpoint and 40th Ave. NE and 45th Ave. and 40th Ave. NE.

Is anything happening that we should know about in the larger area surrounding the project site?

U-Village and UW, but nothing immediate to the project site.

A lot of the list of public benefits appear as though they'd be done regardless of the street vacation. I'd like to see the delineation of public benefits between those that would normally be done and those that are above normal standards.

The street was designed and configured to serve the condos, as they go away the street is no longer necessary. In terms of furthering the mission of Children's Hospital I believe it does have urban design merit.

The west side is most appropriate for the development.

On the triangle between Sand Point Way and 40th Ave. NE, does the emphasis of development on this area impact the users of this area, particularly the residents.

There is significant grade change and various zoning designations. It's not included in this plan and it has a variety of owners, including a partial interest of Children's Hospital.

In terms of the street grid, there is no impact. Although the street was a through street and not a dead end. In terms of neighborhood character, it's not a static neighborhood, the impact is on Sand Point's garden edge and movement. In terms of scale and morphology the development changes an existing portion of the site and the aggregation to a larger site. Pedestrian experience and open space qualities are probably the two biggest impacts, the porosity of the urban fabric.

The presence of the structure on 40th Ave. NE will be a major departure from the existing massing, not that it's a bad thing, but it will not be as porous.

The city is giving up the street, quite a large area, and we are looking for quality open space and the degree to which it is publicly accessible and inviting. Wonderful opportunities to create new bike and pedestrian connections.

In terms of phasing and public benefits, we have discussed the connection to the Burke Gillman, there is an opportunity to connect with that side of the development that ties in with the most users in the area.

Four phases of development over 20 years. The Hartmann site is part of phase II. However, elements could be developed sooner.

More detail on the connection to the Burke Gillman is recommended for the next phase.