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Seattle City Council Transportation Committee

Presented: May 25, 2010

Updated: January 31, 2019

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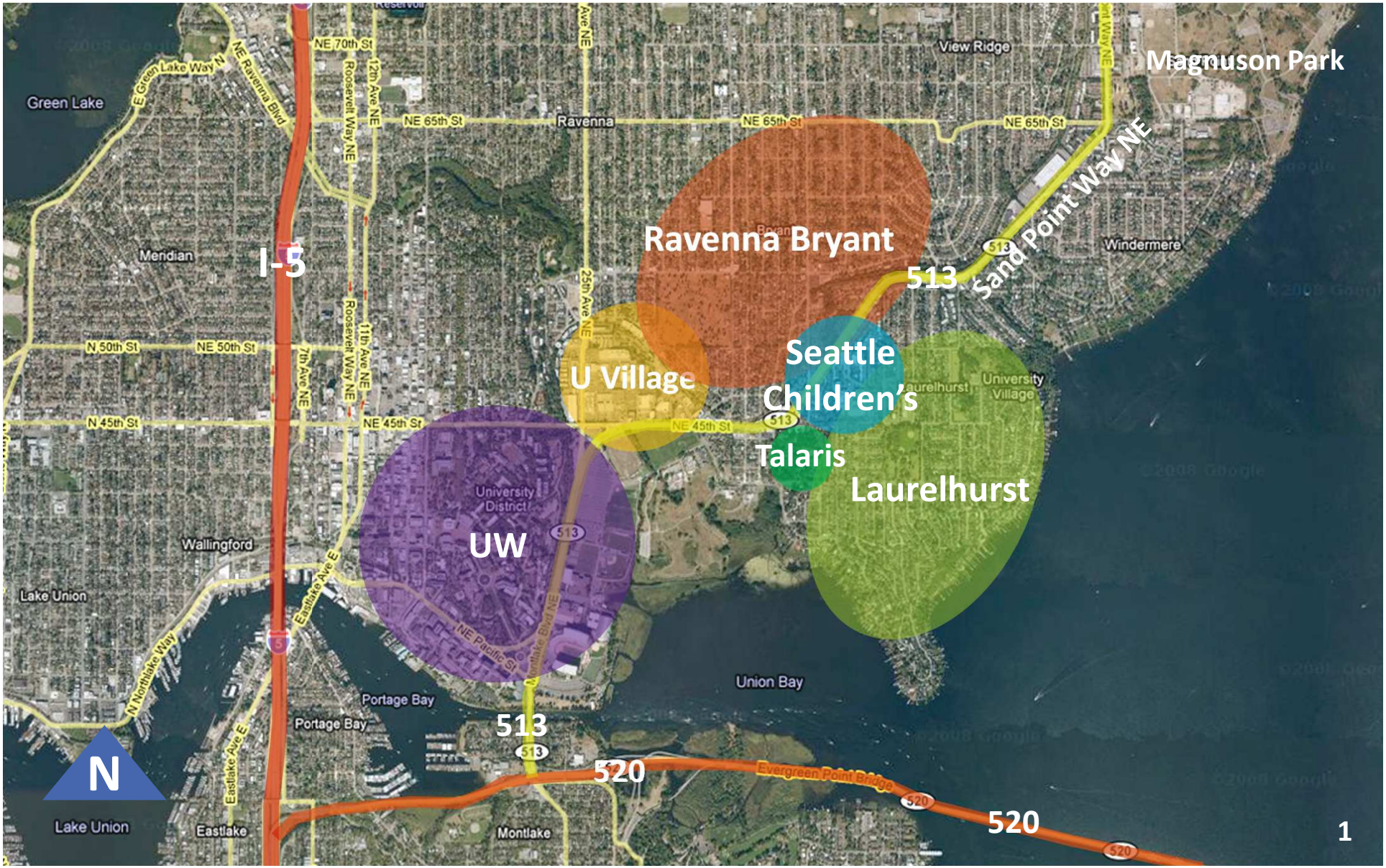
Location/Neighborhood Context



Seattle Children's Campus

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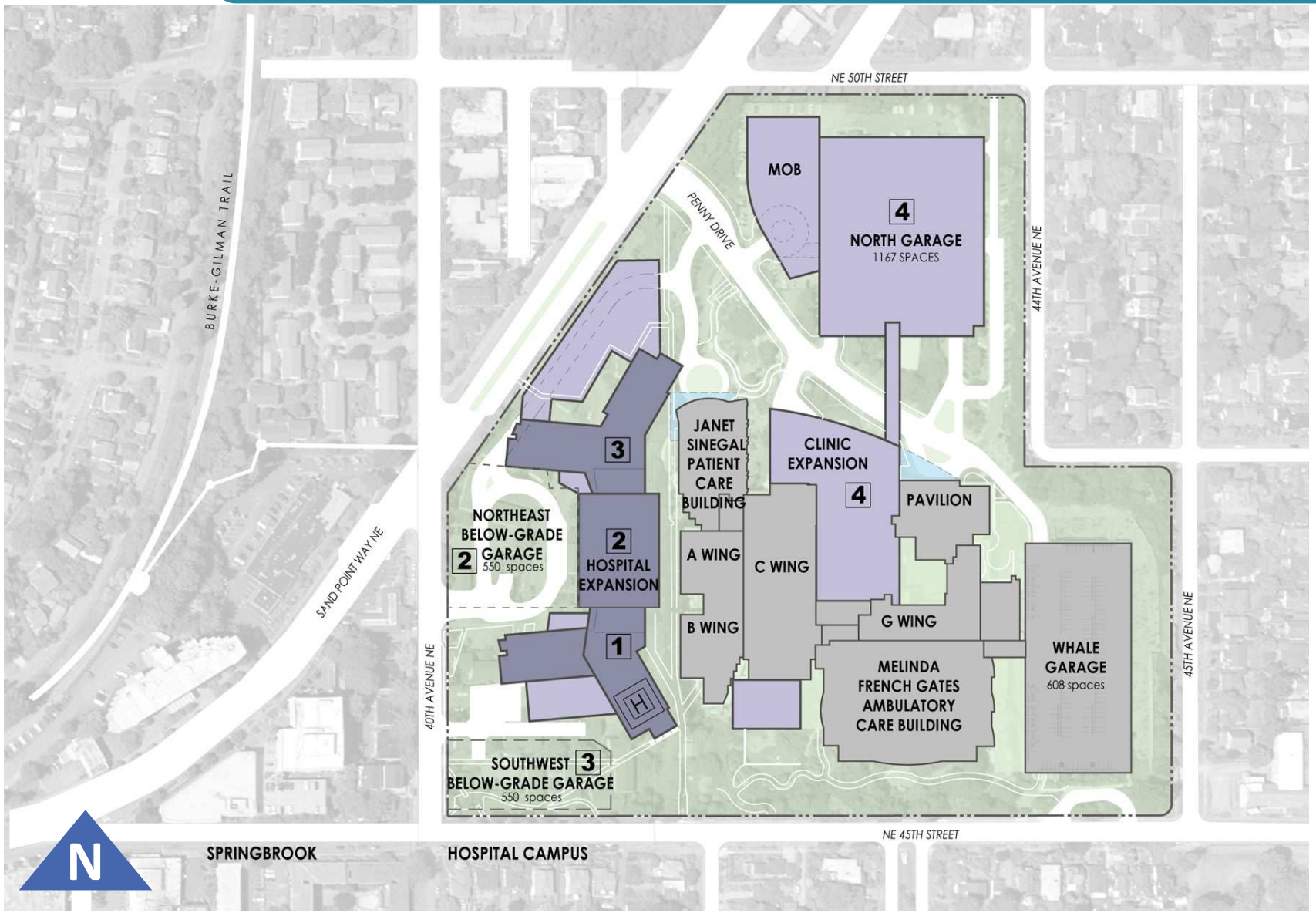
Seattle Children's Expanded Campus

Streets to be Vacated

Master Plan



* Proposed layout contingent on DPD review and approval.

SEATTLE CHILDREN'S PROPOSED PUBLIC BENEFITS KEY MAP

1. Burke-Gilman Trail / Sand Point Way NE Connection At Hartmann site
2. Street Amenities on Sand Point Way NE
3. Enhanced Public Transit / Seattle Children's Shuttle Centers on Sand Point Way NE
4. $2 Million for Bike and Pedestrian Fund
5. Street Amenities on 40th Ave NE
6. Pocket Park at corner of 40th Ave NE / NE 45th St Edge

PUBLIC BENEFITS

		Street Vacation Public Benefit	SEPA/EIS Mitigation	Council Master Plan Condition
PB#1	Burke-Gilman Trail/Sand Point Way NE Connection at Hartmann	✓ Yes	No	Yes
PB #2	Street Amenities on Sand Point Way NE	✓ Yes	No	Yes
PB #3	Enhanced Public Transit/Children's Shuttle Centers on Sand Point Way NE	✓ Yes	Yes	Yes
PB #4	$2 M for Pedestrian and Bicycle Improvements	✓ Yes	Yes	Yes
PB #5	Street Amenities on 40th Avenue NE	✓ Yes	No	No
PB #6	Pocket Park at corner of 40th Avenue NE/NE 45th St Edge	✓ Yes	No	No
$.5 M	Intelligent Transportation System Improvements - Montlake Blvd/NE 45th St/Sand Point Way NE	No	✓ Yes	Yes
$1.4 M	NE Seattle Transportation Improvement Projects To Improve Traffic Conditions	No	✓ Yes	Yes

DISTRIBUTION BY PHASE

		Phase 1	Phase 2	Phase 3	Phase 4
PB #4	$2 M Pedestrian and Bicycle Improvements	$.500 M	$.500 M	$.500 M	$.500 M
$.500 M	Intelligent Transportation System Improvements - Montlake Blvd/NE 45th St/Sand Point Way NE	$.500 M			
$1.400 M	NE Seattle Transportation Improvement Projects To Improve Traffic Conditions	$.350 M	$.350 M	$.350 M	$.350 M
Total by Phase	Distribution per City Council Conditions in Approved Master Plan	$1.350 M	$850 M	$.850 M	$.850 M

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BURKE-GILMAN TRAIL / SAND POINT WAY NE CONNECTION AT HARTMANN SITE

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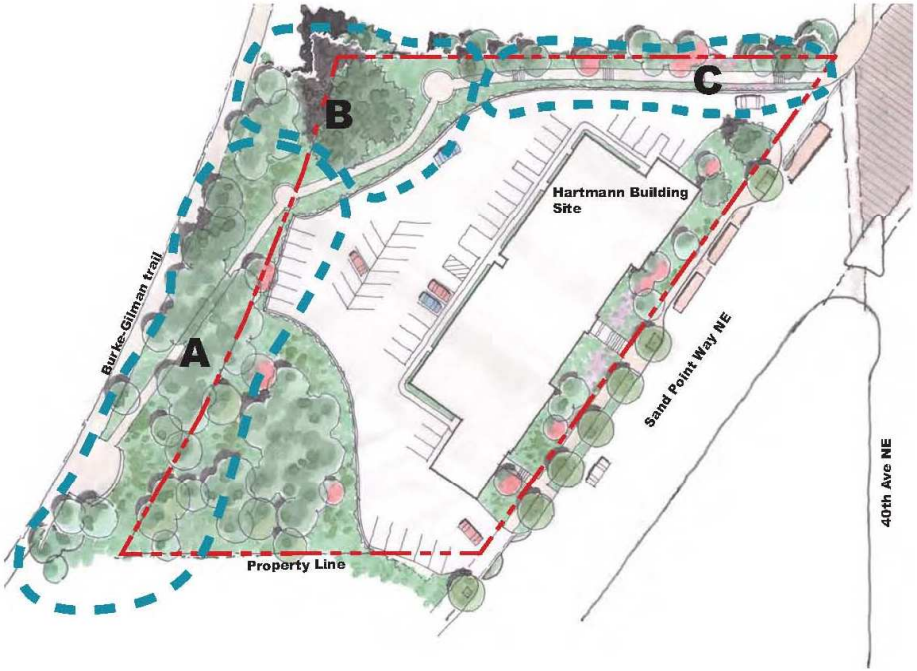

1. BURKE-GILMAN TRAIL / SAND POINT WAY NE CONNECTION AT HARTMANN SITE

Purpose:

Provide 24 hour pedestrian and bicycle public access from the Burke-Gilman trail to Sand Point Way NE and across the proposed new intersection at 40th Ave NE and Sand Point Way NE. Trail connection to be designed to create a safe route for people of all abilities. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design.

Construction Phase:

This connection would be constructed during the second phase of Master Plan development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

Area A – Burke-Gilman Gateway

1. 17,000 SF. min. area between Hartmann building site and the Burke-Gilman trail. 5,000 SF. min. of which is on Seattle Children's Hospital property.
2. 800 SF. min. of gateway plaza consisting of specialty paving surfaces (e.g. concrete unit pavers, colored, textured concrete, etc) and 20 LF. of seating elements (e.g. site furnishings, seatwalls, stones)
3. Information and wayfinding signage identifying the connection route.
4. 6' wide min. to 8' wide pathway with intermediate landings and connecting to "Burke-Gilman Steps" (see area C below).
5. Low level safety lighting to allow 24 hours access from Burke-Gilman trail to Sand Point Way NE.
6. Planting material species consistent with and complimentary to sequoia grove and would include trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, bulbs.
7. Plantings would be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
8. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overides)
9. Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.

Area B – Existing Sequoia Grove

1. 9,000 SF. min. area defined by the seven (7) existing Sequoia tree canopy. 5,000 SF. min. of which is on Seattle Children's Hospital property.
2. Existing Sequoia tree grove would be protected in place subject to a good health exam by a certified arborist.
3. All planning and development within the critical root zone of the existing sequoia grove would be reviewed and approved by certified Arborist.
4. All construction activity in this area would be reviewed by certified Arborist.

Area C – Burke-Gilman Steps

1. 2,500 SF. min. area adjacent to the Hartmann building.
2. Concrete staircase of 8' min width.
3. 30 LF min. of seating elements (e.g. site furnishings, seatwalls, stones).
4. Bike gutters at stairway edges allowing for rolling bike access up and down stairway.
5. Information and wayfinding signage identifying the connection route.
6. Neighborhood kiosk for posting of community and neighborhood events.
7. Signage to be coordinated with all agencies having jurisdiction (e.g. SDOT, METRO, WDSOT, Seattle Children's, etc) to minimize clutter and provide organized streetscape.
8. Low level safety lighting to allow 24 hours access from Burke-Gilman trail to Sand Point Way NE.
9. Planting material species consistent with and complimentary to sequoia grove and would including trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, bulbs. Plantings would be a minimum of 30% drought tolerant species.
10. Plantings would be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
11. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overides)
12. Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.

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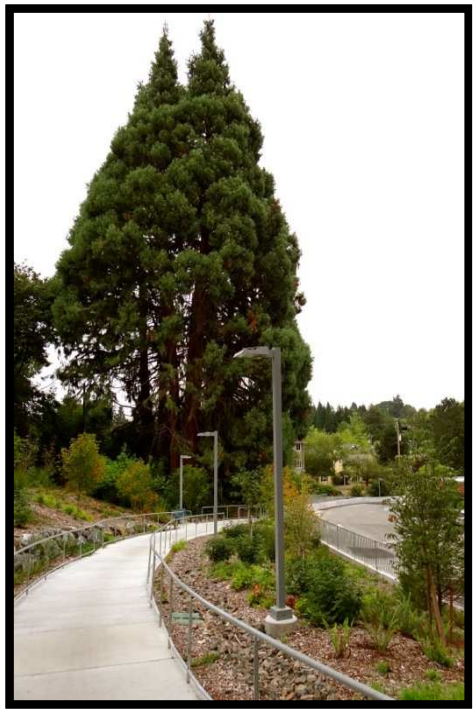

STREET AMENITIES ON SAND POINT WAY NE

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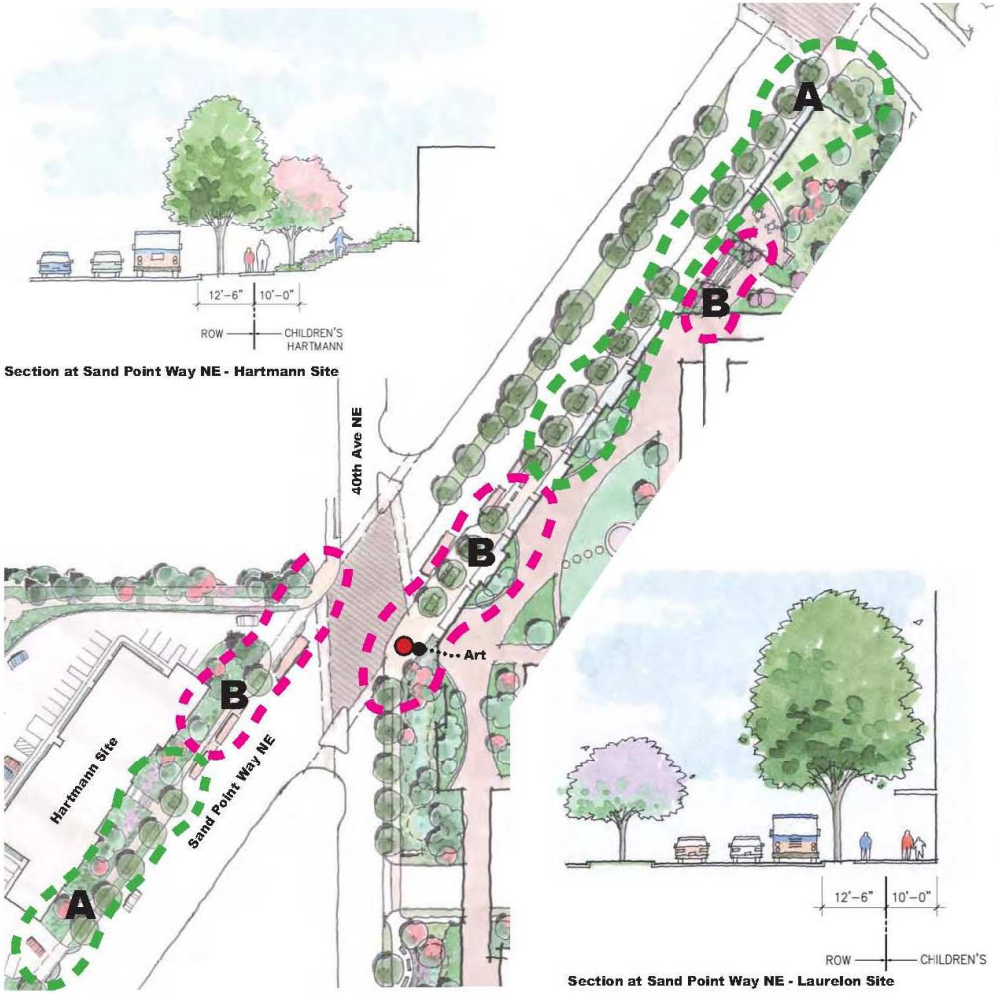

2. STREET AMENITIES ON SAND POINT WAY NE

Purpose:

Provide plaza, street and sidewalk improvements for public access and use of Sand Point Way NE along the former Laurelon Terrace condominium (east side of Sand Point Way NE), and Hartmann (west side of Sand Point Way NE) properties. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design.

Construction Phase:

These improvements would likely occur within the first and second phase of Master Plan development. Seattle Children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

Area A – Sand Point Way NE Street Frontage

1. Up to 22'-6" wide public benefit zone from curb line to face of building (see cross sections) including the following:
2. Concrete sidewalks with planting strips to SDOT standards in the ROW on both sides of Sand Point Way NE.
3. Additional concrete sidewalks on Seattle Children's property along Sand Point Way NE of 6' min. to 10' max. widths depending on adjacent site development.
4. Street trees, in excess of the minimum required by code, would be provided on both sides of Sand Point Way NE. The quantity and placements of trees to be determined by consultation with the DPD Director and the Director of Transportation.
5. Street trees in ROW would be placed in continuous planting strips where possible and appropriate.
6. Street trees in tree pits of less than 32 SF. in size would have the growing medium linked to adjacent tree pits to allow for adequate soil volume for specified tree. (e.g. planting soil below sidewalk or permeable concrete paver zone over planting soil).
7. Landscaping would be consistent with current Seattle Children's planting scheme with 40:60 landscape to hardscape ratio.
8. Landscape to be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
9. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overides)
10. Where appropriate spilling of the interior space out onto the sidewalk areas would be designed to create pedestrian friendly open spaces. (e.g. specialty paving at building entries from interior lobby extending out onto sidewalk).
11. Directional, information, and wayfinding signage would be provided for the public on both sides of Sand Point Way NE. Signage to be coordinated with all agencies having jurisdiction (e.g. SDOT, METRO, WDSOT, Seattle Children's, etc) to minimize clutter and provide organized streetscape.
12. 40 LF min. of seating elements at Laurelon Terrace frontage. 15 LF min. of seating elements at Hartmann frontage.
13. Enhanced pedestrian safety and street lighting would be provided along the developed areas on both sides of Sand Point Way NE.
14. Weather protection would be provided by means of canopies and building overhangs along entire developed Sand Point Way NE frontage.
15. Public bicycle parking would be provide at appropriate building entries. Minimum 2 racks at Laurelon frontage (6 bikes) and 1 Rack at the Hartmann site frontage (3 bikes).

Area B – Public Plaza

1. Public plazas would be created adjacent to the public crosswalks on the east side of Sand Point Way NE.
   A. 2,500 SF. total plaza(s) at the corner, or along Sand Point Way NE and 40th Ave NE, or along Sand Point Way NE.
2. Plazas would incorporate durable and maintainable materials.
3. Each plaza would incorporate 20 LF seating elements.
4. Art would be incorporated into the plaza spaces. A minimum of one commissioned art piece.

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ENHANCED PUBLIC TRANSIT / SEATTLE CHILDREN'S SHUTTLE CENTERS ON SAND POINT WAY NE

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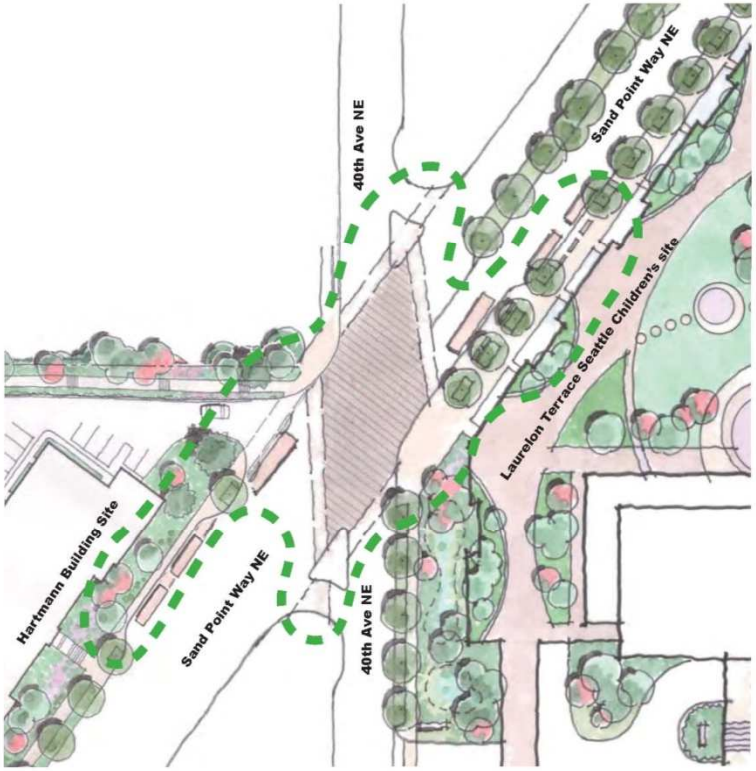

3. ENHANCED PUBLIC TRANSIT / SEATTLE CHILDREN'S SHUTTLE CENTERS ON SAND POINT WAY NE

Purpose:
Improve public access to METRO bus routes and Seattle Children's shuttles on both sides of Sand Point Way NE . This enhancement is part of Seattle Children's Comprehensive Transportation Plan. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design.

Construction Phase:
These improvements would likely occur within the first and second phase of Master Plan development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below. METRO bus stops will be maintained by METRO.

Public Benefits – Proposed Development Standards

Enhanced Public Transit / Seattle Children's Shuttle Centers on Sand Point Way NE

1. With METRO approval, relocate METRO bus stops on both sides closer to the intersection of Sand Point Way NE and 40th Ave NE.
2. Locate new Seattle Children's shuttle stops to Sand Point Way NE at the intersection with 40th Ave NE.
3. Seattle Children's shuttle stops would be constructed in pull-outs off of the main Sand Point Way NE right of way to minimize impacts to traffic congestion.
4. Provide custom bus and shuttle shelters with seating. METRO Shelter design would be coordinated with METRO through METRO arts program. Shelters to be distinct from each other to avoid confusion as to which service serves each shelter.
5. Provide a minimum of one shelter for METRO, and one shelter for Seattle Children's shuttles at each side of Sand Point Way NE. (4 shelters minimum).
6. Provide signage and maps for bus and shuttle timetable and route information.
7. Sidewalk and streetscape improvements and amenities to serve the transit and shuttle users on both sides of Sand Point Way NE would be developed per item 2. Street amenities on Sand Point Way NE. Refer to previous sheet.
8. Work with SDOT and WSDOT on intersection design at 40th Ave NE and Sand Point Way NE to compliment the street frontage design and provide pedestrian safety.

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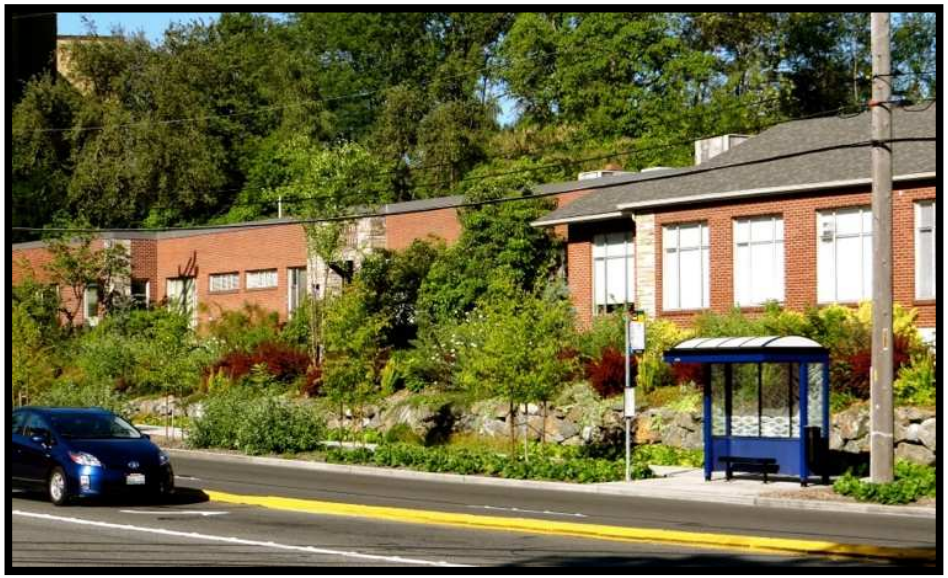

STREET AMENITES ON 40TH AVE NE

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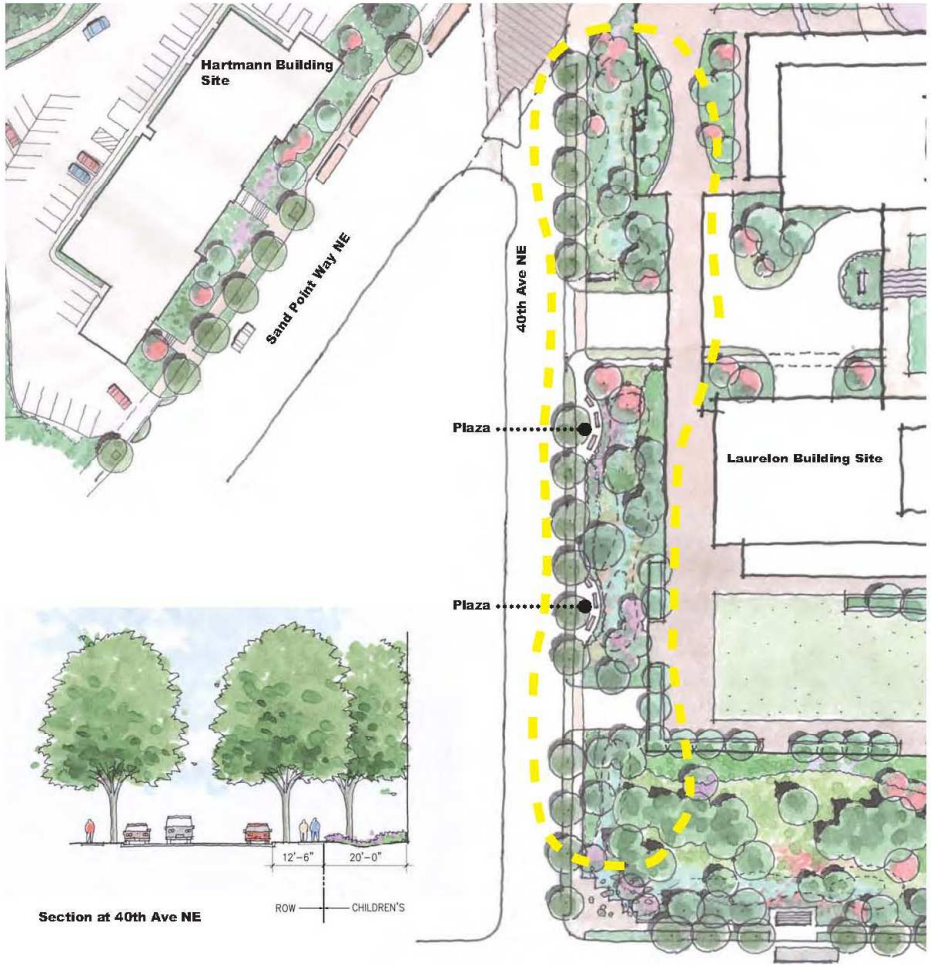

5. STREET AMENITIES ON 40TH AVE NE

Purpose:

Provide plaza, street and sidewalk improvements for public access and use of 40th Ave NE along the former Laurelon Terrace Condominium from NE 45th Street to Sand Point Way NE that are less intensive than the plazas on Sand Point Way NE and, instead, serve as transition to the residential development on the west side of 40th Ave NE. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design.

Construction Phase:

These improvements would occur within the first phase of development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

40th Ave NE

1. A 32'-6" wide public benefit zone (see cross section) from curb line to face of building including the following:
2. Public plazas would be created along the 40th Ave NE street edge.
3. Provide 2 plaza / seating areas of 1,000 SF. min. Each plaza area to contain 15 LF of seating elements.
4. Plaza paving would be specialty paving of a different texture color, type or material than adjacent sidewalk paving. (e.g. permeable concrete pavers, stone paving, etc.)
5. Concrete sidewalks with planting strips to SDOT standards in the ROW.
6. Pedestrain crossings at curb cuts and driveways would be well defined and designed to provide maximum pedestrian safety.
7. Street trees, in excess of the minimum required by code, would be provided on the east side of 40th Ave NE. The quantity and placements of trees to be determined by consultation with the DPD Director and the Director of Transportation.
8. Street trees in ROW would be placed in continuous planting strips where possible and appropriate.
9. Street trees in tree pits of less than 32 SF. in size would have the growing medium linked to adjacent tree pits to allow for adequate soil volume for specified tree. (e.g. planting soil below sidewalk or permeable concrete paver zone).
10. Landscaping in the 20' setback would provide screening of the Seattle Children's buildings appropriate to buffer the views into the site from adjacent uses. Landscape to hardscape ratio to be 80:20 min.
11. Sustainability measures (e.g. rain gardens, bioswales, cisterns, storm water detention) could be part of the design of this area of the site.
12. Planting would be consistent and complimentary with Seattle Children's Campus planting scheme with a wide diversity of plant species including trees (deciduous and conifer), shrubs, grasses, ground covers, perennials, bulbs.
13. Landscape to be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
14. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overides)
15. Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.
16. Wayfinding signage would be provided for the public.
17. Enhanced pedestrian safety and street lighting would be provided.
18. A minimum of 1 bicycle rack (3 bike capacity) would be provide at appropriate building entries.

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POCKET PARK AT CORNER OF 40TH AVE NE / NE 45TH STREET EDGE

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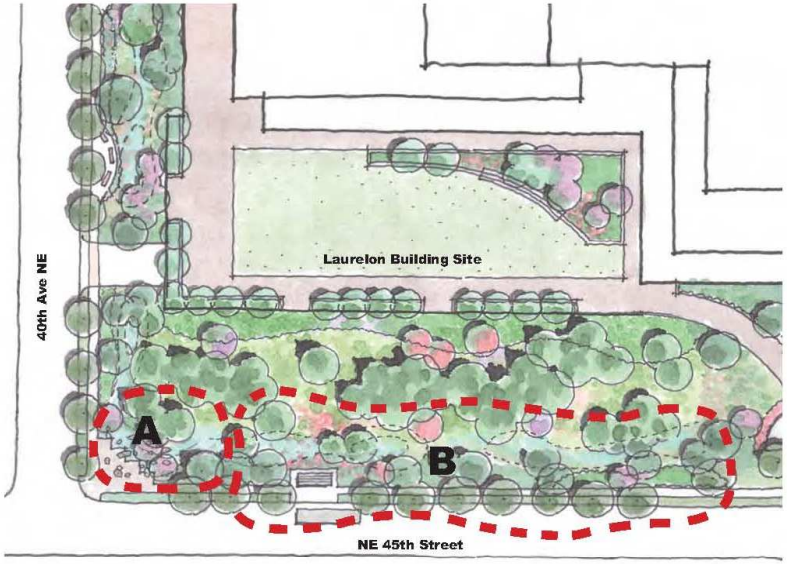

6. POCKET PARK AT CORNER OF 40TH AVE NE / NE 45TH STREET AND NE 45TH STREET EDGE

Purpose:
Provide public area of respite and a focal point at this transition area between the Laurelhurst neighborhood on the south and Seattle Children's future development. Crime Prevention through Environmental Design (CPTED) strategies shall be a guideline for design.

Construction Phase:
This improvement would occur within the first phase of development. Seattle children's will provide initial and ongoing maintenance for all public benefits listed below.

Public Benefits – Proposed Development Standards

Area A – Pocket park at corner of 40th Ave NE and NE 45th Street:

1. Provide a publicly accessible pocket park that is 3,000 SF. min. in size.
2. Pocket park would be approximately 60% planting and 40% hardscape area.
3. Hardscapes to incorporate seating elements and specialty paving (e.g. boulders, seatwalls, stone paving, concrete unit pavers, etc).
4. Pocket park would contain a minimum of 20 LF of seating elements.
5. Information, wayfinding, sustainability feature and interpretive signage could be provided.
6. Pocket park would serve public. Consideration for informal play elements, arbors, trellises, or other shade structures would be included.
7. Pocket park would be planted with large caliper specimen quality trees , large specimen quality shrubs (2 gallon minimum size), ground covers, and perennials.
8. Sustainability measures (e.g. rain gardens, bioswales, cisterns, storm water detention) could be part of the design of this area of the site.
9. Provide a minimum of five (5) 8" caliper minimum specimen quality trees within pocket park area.
10. Pocket park plantings would be horticulturally diverse and provide opportunities for public awareness and horticultural knowledge (e.g. plant species would be labeled for identification).
11. Landscape to be 20% min. native species, 20% min. evergreen species and 30% min. drought tolerant species.
12. Pocket park would not include turf.
13. Strategies for reduction of potable domestic water use for irrigation would be pursued (e.g. rain water capture and re-use, cisterns, drip irrigation, evapotranspiration monitoring and control overides)
14. Landscaping quantities to conform at a minimum to requirements of Director's Rule 13-92.
15. Art would be incorporated into the garden design.

Area B – NE 45th Street Edge Buffer

1. Concrete sidewalks with planting strips to SDOT standards in the ROW
2. Street trees in ROW would be placed in continuous planting strips.
3. Existing street trees in good health as determined by SDOT could be protected in place.
4. The quantity and placements of street trees to be determined by consultation with the DPD Director and the Director of Transportation per SMC.
5. Existing trees within buffer would be protected in place where feasible.
6. Buffer enhancements would be done to provide year around opaque planted buffer for the full depth of the setback.
7. Buffers would match type and style of existing buffers around the Seattle Children's campus.
8. Buffer would be planted to provide full screening within a 5 - 8 year time frame.

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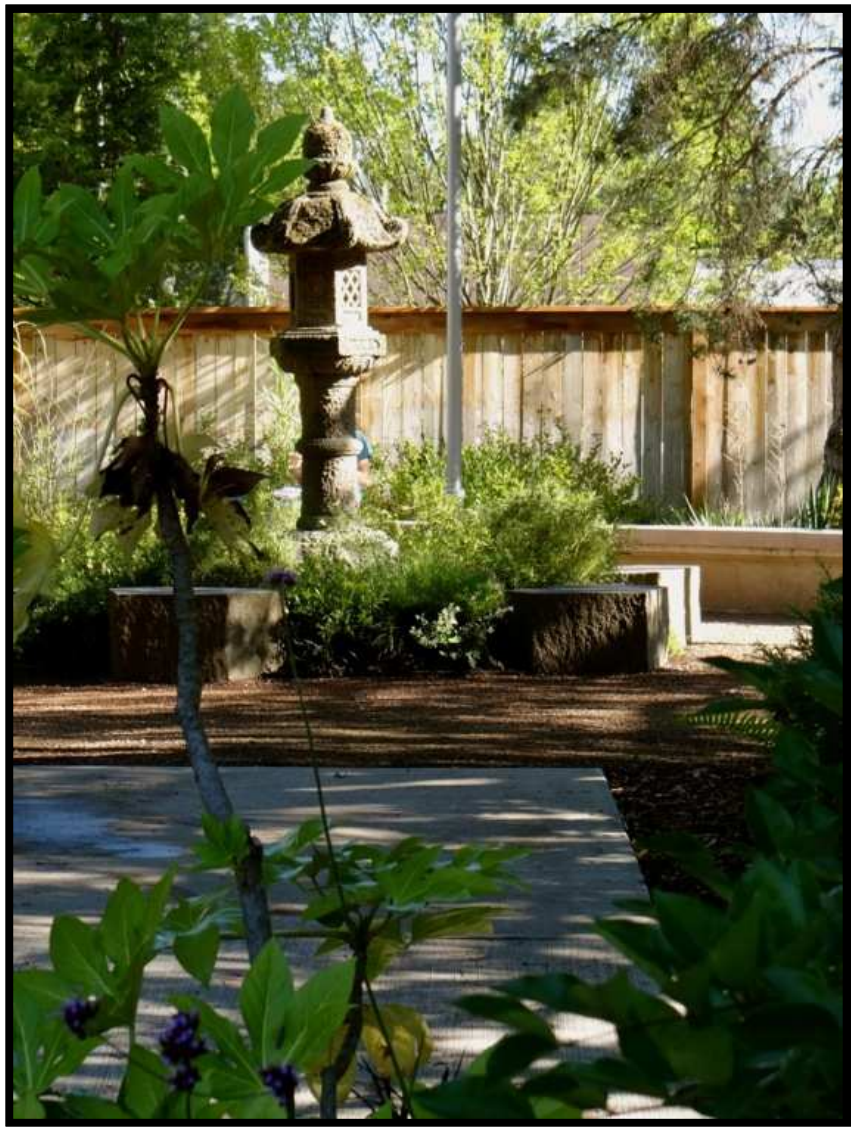

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