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APPROVED MINUTES OF THE MEETING

April 16, 2009

Convened 8:30 am
Adjourned 4:30 pm

Agenda Items

Bell Street Green Street Design
Artist Designed Bike Parking
New Bike Corrals
Seattle Trade Center Skybridge over Elliott
Pedestrian Master Plan
Grace Crunican, Director of SDOT
Children's Hospital Laurelon Street Vacation

Commissioners Present

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

Unconfirmed Commissioners Present
Julie Bassuk

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jeff Arango

Celebrating 40 Years 1968-2008



April 16, 2009	Project:	Bell Street Green Street Artist Designed Bike Parking New Bike Corrals
	Phase:	Briefing
	Last Reviewed:	N/A
	Presenters:	Robert Scully, DPD Gary Johnson, DPD Vaughn Bell, SDOT Doug Cox, SDOT

Time: 1 hour

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Bell Street Green Street

Presentation

In 2007 an initial concept for Bell Street was developed to connect the waterfront with Denny Park through a serpentine green street along with preliminary approval to change the street to one way westbound between 1st and 5th Ave. 17,000 sf of open space will be created, an increase of 1600 sf over the serpentine configuration. The design is now linear. The narrower street includes features such as a swale to collect runoff, rumble strips, bollards, and a 26 ft. wide pedestrian walkway on the north side. The design team is looking at the possibility of taking each block and developing a unique design, creating a variety of open space opportunities. They want to manage and operate as a park/boulevard. There is a strong opportunity to implement the project.

In the past, the city has been better at designating green streets than implementing them. The Belltown community is one of the least served areas with open space amenities, yet it is the most dense residential neighborhood. All of the major organizations in Belltown prefer a linear park arrangement rather than a typical open space. Buying open space is very expensive in the downtown area. SPU has to tear up the street for infrastructure improvements, which creates an opportunity to implement the green street design. City Light is contributing restoration funds to the project and will work on a temporary fix for the infrastructure issues. The real key here is the new parks levy for implementation; there is an acquisition fund for 20 urban centers and Belltown rises to the top due to it being so underserved with open space. 2.5 million dollars will be requested from the parks levy board, which is a fraction of the cost of acquiring 17000 square feet. Another compelling part of the proposal: it is the first of its kind in Seattle, they will be asking to use acquisition funds as development funds, which requires council approval along with designating it a park boulevard. Parks and Recreation will be responsible for maintaining the open space, SDOT will maintain the roadway (curb to curb). Public safety is a big issue in downtown neighborhoods, so the design must reinforce safety.

Anticipate it will trigger the 1 percent for public art requirement. The bio-swale presents an educational opportunity.

Commissioners' Comments & Questions

Is there an opportunity to close the street off for events?

Yes, we think so. Fire Dept. doesn't like the one lane street because it limits access. Belltown groups are already brainstorming about events that can be held. The hope is to implement this project next year.

What is the width of the street?

17', but the fire department would like 20'.

When do you anticipate hiring consultants?

After we get funding we will issue an RFP.

Surprised we never saw this earlier. Why?

This has just come together in the last month.

There is not a lot of street level uses and activity in the area?

It's an opportunity to induce these types of activities with the design, but it could function as a residential to sanctuary.

Obviously this is a precedent setting project, making sure it is really green is a good thing, thinking of spaces in terms of how they function and think about activations for people watching and a water feature.

I think the commission does want to make a strong statement to whoever you are asking for funding for. An urban linear open space does a lot for health and walkability and makes a lot of sense. The commission is on board as supporting this as a viable open space. I'm curious about the bollards. There are three choices, one that is everywhere or there are a family of bollards that relate. I wouldn't make them all identical, but related.

I'm torn between the linearity of the space and how to break it up.

Is there an issue with the bike lane being on the south side and being on the left hand side of cars?

No, not yet.

Artist Designed Bike Parking and New Bike Corrals

Presentation

Bike history for parking – over 20 years SDOT has been planning and installing bike parking which has included a lot of experimentation. The use the “coat hanger” type racks are functional and easy to install. They install on a per request basis. In the past few years the space on the sidewalk has gotten more crowded and cycling has grown in popularity. Smaller racks have been added to the range of choices. Now they are looking at other examples, from Portland for example, and are seeing that they can provide a lot of bike parking on the street. The new rack, which looks like a car, was offered at a conference at a good price, so we purchased one. They installed it on 12th Ave. to test it. They would like to put together their own model. What they've done so far probably isn't the best model, but the freestanding corral works well and they are looking to expand the use of them. One lesson from the model on Broadway is that it is not a one size fits all solution, there is more nuance involved and it needs to be context specific. They want to ensure there is the demand and support for adjacent businesses. The project is a great opportunity for art as well.

There is support within SDOT for artist-designed bike racks. The call for artists is out, and an artist will be selected in May. SDOT is combining the 1% for art funding with funding for on-street bike parking. The artist will be working to create a prototype and use it in 2-4 locations. Each rack has to provide parking for a certain number of bikes, and there are certain functionality and safety requirements. They received 50 applicants from artists.

Commissioners' Questions and Comments

My reaction on the Broadway facility was fairly negative, it needs to be integrated with the civil engineering.

The freestanding corral claims spots for bike parking in the street, claiming space from cars for bikes.

The existing facility is functional but kind of clunky. It is great conceptually that it takes space from cars for bikes.

On one level, from a more aesthetic perspective, the clunkiness, it is sort of stock art. Are there other opportunities to improve it?

That is the point of the call for artists. It is easy to install and maintain. We're at the experimentation stage to see what works and what doesn't work.

Can you do the same thing with adopt a stop, and get people to help maintain?

Yes.

How did you decide to put it on 12th?

Great demand there and the owners of nearby restaurants were requesting it.

I think what you are doing is great, but coming up with something that is easily fabricated is great, but you should work with City Design, I don't think there is an issue of class, there is just different uses within the street. To get that into the foundation of the street design and part of the curb infrastructure would make it easier to come back and place racks.

You were talking about context design, are they going to be doing there design consideration of certain contexts?

They are still working on that, getting a design that can be replicated allows for more benefit for the money spent.

The relationship between the words art and function. Good design needs to marry both and this is a perfect opportunity to do so.

The artist selection process is an opportunity to make sure the person selected is able to achieve both.

April 16, 2009

Project: **Seattle Trade Center Skybridge over Elliott Ave.**

Phase: Second Submittal

Last Reviewed: February 19, 2009

Presenters: Randy Benedict, NBBJ
Roger Pearce, Foster Pepper PLLC

Attendees: Diane Undi-Haga, Wright Runstad
Marti Stave, DPD
Jeff Spaulding, Real Networks
Pat Clark, Wright Runstad
Estelle Shives, Wright Runstad

Time: 1 hour

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ACTION

The Design Commission unanimously denies approval of the mitigation package as presented at the meeting. While it supports the concept presented, the design requires further development and augmentation in line with the following comments:

- The Commission appreciates the overall idea of a linear connection in the right-of-way that establishes a public experience.
- The proponent is asked to please consider in more detail conditions at day and night, and on both sides of the street.
- Consider the beginning and end of the project area, These should be treated as nodes or gateways to the linear concept. How the design connects to the Vine Street project and the area north of the site. Capitalize on what is at either end of the subject section of street and treat the ends as special events in the design.
- While the Commissioners understand the challenge of limited sunlight along the street, they encourage the design team to consider appropriate landscaping that can be added successfully to the streetscape.
- Commissioners found the proposed lighting colors interesting and would encourage the team to consider the daytime visual experience, not just the night time lighting.
- Consider lighting the skybridge element differently than the buildings.
- The Commission asks the design team to consider that the lighting concept seems to lead pedestrians to cross under the skybridge, where there is no crosswalk. Recommends to resolve.
- Commissioners encourage the designer to use solar powered lighting if possible.
- The display cases are seen as having great potential. Commissioners ask that the designers explore with Real Networks and the Art Institute the possibility for lively, dynamic solutions that express the visual, aural and technological nature of what is contained in the buildings.
- The design team is asked to explore ways to enhance ADA accessibility at the garage entry to Elliott.
- Consider using color, movement, sound in the overall concept. Incorporate the Art Institute into the overall design.
- Incorporate or simplify the Display cases with different sizes, use of rhythm, pattern, location, height. Be careful that these are properly maintained.
- The Commission would like the team to bring the pedestrian functions into the design scheme.

- Commissioners ask that bicycle movement be integrated into the design and that bike parking be included where possible.
- The Commission appreciates Real Networks great effort to encourage the use of modes of transportation other than the single occupancy vehicle.

Presentation

With the proximity of the site to the sculpture park and art institute it is an opportunity to connect the two with a metaphorical bridge. A Z-shaped strategy of design elements that could be put on the parking garage, bridge and building to tie the area together. The office space near the garage is an opportunity to put in a display case for art, possibly from the Art Institute and create a band of light along the garage, under the bridge, and along the office building. Spotlights will be used to providing light for the display cases and linear lighting will be used along the building, under the bridge and to the building entrance. The proponent intends to illuminate the lid of the stairwell of the parking garage. Panels on the underside of the bridge will be illuminated.

Commissioners' Comments and Questions

Have you considered other ideas brought up at the last meeting, like landscaping?

Yes, but the sidewalks are so narrow that landscaping would restrict pedestrian movements.

There are existing vine cages along the parking garage. It's kind of depressing, at the very least you would want to plant those.

We considered creating a green wall, but the problem with the vines is that they don't get much daylight because the back of the adjacent building is so high. We feel this is a better strategy.

How big are the panels on the roof of the skybridge? Will it reduce the height of the skybridge?

No. There is a cove to place the panels.

There are some hardy vines you might want to try along with irrigation or replenishing the soil.

What we have proposed here, if you go to the second page, the light band will go along the area where the vine cages are, we will put in some panels, generic, but that could be illuminated as well. The vine cages are being removed since the vines have been so unsuccessful.

Is there a special quality of the light?

We did the graphics in color initially, so we're thinking that there will be some color, but we didn't want to get into that at this stage. One of the things that's happening in the corridor is on an adjacent building that has various colors of LED's.

I think the color or qualities of the lights is very important. The other question I have is about the display cases, which can work well, but it must be maintained well and the lights aren't burnt out.

We want to work with the Art Institute, to create almost an art walk. The other piece is creating a corridor that connects it to the sculpture park. We want to create a public place that might help create a retail feeling.

Connecting the sculpture park to the Art Institute is a good concept. I share Norie's concern about day vs. night and will it illuminate that path in the daylight.

The light color will be visible in the daytime but it needs further study in terms of a color scheme.

I appreciate connecting the Art Institute and the Sculpture Park, but the one thing that I'm having trouble is this delineates how someone should walk, but you can't walk along this path.

I forgot to talk about another element. Along the building there are markers that delineate the entrances. Below there is a band with light fixtures that are existing. We intend to either replace or re-lamp these lights and can demarcate the points of entry to the building.

In thinking of this as a sentence, you start with a capital letter and end with a period. As a metaphor, where do we start and end? We have some unique things happening, lighting to the south, pea patch to the southeast. I think we can make something happen that is more an event going north or more closure going south. The end isn't the entrance to the building, but the pea patch. Going on the opposite side, how does this begin in the north? You have a great corner, that is the start of something special.

There is an opportunity to create strong element to define the beginning.

Conceptually it makes a lot of sense in looking at the urban experience. And to play on that, it feels more like you are just illuminating the entrance to the Real Networks building. Once the path leaves the west side of the street and over to the parking garage I feel like the Z should be one element in a menu of different things you are doing on both sides of the street. Therefore, the Z isn't the one statement you are making, but one of many.

Good comment, we just had a concept, but knew it wasn't totally filled out.

The façade of the building, it is a nice façade, I do like the idea of illuminating it. I think a lot of people don't even notice it. You might want to consider, instead of the Z idea, of taking a different approach to lighting the bridge. It isn't the path of travel, perhaps it has different lights and is a centerpiece.

It would be great to bring the color to add to the conversation.

I love the idea, the concept, but what you are hearing about the presentation, the proposal is lacking in several areas. There are elements that could be placed on walls, the display cases are a good idea, but it's very undefined.

Our intent is to bring the concept to you to see if we should flush it out further. We feel we are coming back again with more detail.

Our job is to give you some real specific direction.

I don't know what kind of conversation you had with the Art Institute, but I believe they have expertise in digital imaging and technology. Perhaps instead of a standard display case, there could be more of a technological response. I would explore that as an option. Perhaps an LCD display that could display digital art.

There is a city ordinance against moving images on the street

I would rather see it be more linear, but in terms of the direction, to use light to activate this stretch is good.

You should explore solar panel production of the energy that will illuminate the corridor. I do like the ceiling lighting the stairwell.

Can we talk about the ADA access? Could you delineate the current problem with ADA access? If you have someone coming who doesn't have a key card, what is there path?

The ADA spaces are in the garage near the elevator. They come down the elevator, then you come out the same entrance used by the car, there is a two foot marked path, today to build it would have to be bigger and there isn't the room. To make it accessible it would need to be expanded. They do have staff to provide assistance. The biggest struggle in crossing the street is the light timing, which favors car movements.

I would like you to soften the discrepancy between the path people take and the lighting pattern.

*Bicycle parking and rain protection: are there opportunities near the displays or where people wait for lights?
Building on this conceptual framework, are there opportunities for other layers?*

Bike rack provides a place to tie or lock up the bike with shelter. The weather protection, we considered canopies, but we thought we would make it darker and less open. We'll take that into consideration though. In terms of bicycles, in the summer we have 50-60 riders. They either bring them in the office or we have a steel cage. I'm happy to add bicycle racks for the public, but there doesn't appear a place for them in the sidewalk. The bicycle cage is in the garage.

Maybe there is an opportunity to add bicycle racks on Vine St.

Right now there might not be many cyclists, but once the beautiful lighting is added it might induce more bicyclists.

One of our other points is the idea of continuing to encourage alternate forms of transportation. We have seen a proposal from Children's Hospital recently and as part of their public benefits package, in the process we learned a lot about their TDM strategies and it is quite impressive and provides some lessons for others to simulate.

Real Networks has an aggressive program to encourage alternative transportation.

The commission will like to see the concept further developed. We want to see it become a livelier place.

April 16, 2009 **Project:** **Pedestrian Master Plan**
Phase: Briefing
Last Reviewed: February 7, 2008; June 6, 2007
Presenters: Barbara Gray, SDOT

Attendees: Jennifer Wieland, SDOT
 Vaughn Bell, SDOT
 Allison Phillips, SvR Design

Time: 1 hour

(169)

ACTION

The Commission appreciates the thoroughness and objectiveness in SDOT's methodology for improving walkability in Seattle. Commissioners are glad to see that a system of carefully pulled together data is guiding decisions on pedestrian improvements instead of the department just responding to the "squeaky wheels." They are also glad that corridors are being considered as opposed to just spot improvements. They find it regretful that only the 5% top tier projects have been identified for short-term implementation and not more. The Commission commends the department for looking at how to stretch the funds that are available by leveraging Matching Fund Grants and other street improvement work to help implement the goals of the plan. Please consider how the goals of the plan can also be considered in the review of street improvements for private projects.

Presentation

Seattle is a national leader in pedestrian policies and facilities, consistently ranked 6th in the Nation. 27% of our block faces don't have sidewalks, need more work on activating the street edge. New sidewalk café legislation is helping. We have high expectations:

- Innovative approach
- Moving beyond transportation
- Data driven
- Race and social justice
- Climate Action
- Healthy communities
- Building partnerships
- Tools for decision making

It will be a web-based plan. They are developing a hard copy plan summary to include the plan highlights. Large public advisory group and a great deal of time with City Council and the Mayor. The plan has reasonable tools for decision-making.

Four plan goals:

- safety

- reduce crashes
- equity
 - fair process
- vibrancy
- health

Plan Elements

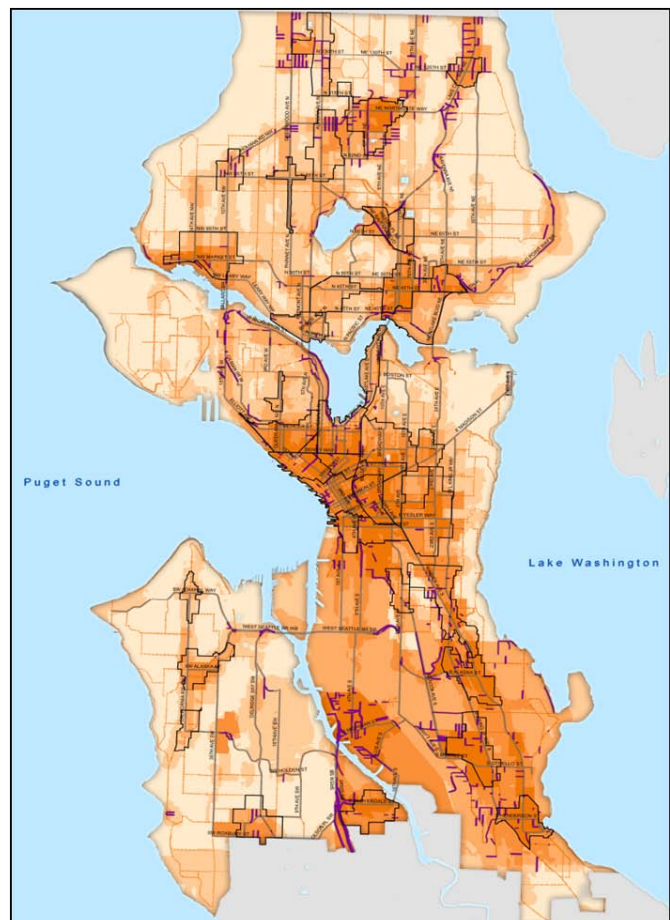
- First document is the state of the pedestrian environment.
- Toolbox – No standard best practices for pedestrian planning. Phenomenal online resource that will be available in May

Recommendations

- Improve walkability
- increase safety
- complete streets
- vibrant places
- completing the system.

System Plan

- Funding and Implementation
- Focus recommendations on walking demand. Huge amount of work to do in order to improve walkability. Interim strategy is to keep areas free of obstructions. Create a 6'x7' clear zone. Balance trees with sidewalk width, large trees obstruct movement.
- Safety – Manage vehicle speeds (450 ped accidents a year), maintain visibility at intersections, enhance crossing conditions. Add pedestrian countdown signals.
- Create vibrant spaces – integrate public spaces with adjacent businesses, create guidelines for car-free and shared space streets, develop an open space network.
- Pedestrian potential – pedestrian demand, equity, corridor function
- Demand – use GIS to generate high, medium and low generators. Counting pedestrians city wide was not a good idea. They looked at land use, and if it supports walking, then demand will only grow in the area.
- Equity – Uses census data, will redo with new census data, includes low income,



Pedestrian Plan Opportunities

low auto ownerships, disabilities, over 65 under 18, obesity chronic disease and asthma. Coastlines are overrepresented by young and old people that have good income. They took out age and asthma and added low physical activity.

- Corridor Function – prioritized improvements in auto oriented areas, 40% based on demand, 35 % on equity and 25% on transportation of land use. They added in the parks in the city because you lose them in the analysis since they are in SF neighborhoods, yet people walk there and connections to parks are very important.
- Sidewalk and curb ramp data – where are the locations where the investments will yield the most. Prioritize areas that include demand, equity and corridor function.
- Complete and maintain the system – identify a long term strategy and sustained strategy, leverage investments across programs, explore innovative funding tools, ensure accountability and stewardship, monitor performance.
- Special assessments are possible, pedestrian funding areas.
- Performance measures, not a lot of info on them.

\$60-70 million dollars is available between now and 2014, the 60 end is just Bridging the Gap money for signals, walkways, crossing improvements, maintenance.

\$17-23 million for maintenance. \$43-49 million for new infrastructure. 4.7% of new sidewalk projects in Tier 1, 21.2% of new intersection projects in Tier 1.

Early Implementation – Enforcement (crosswalk stings, speed vans), education(school based surveys, KAB survey), encouragement (NH wayfinding, construction zone workgroup), evaluation(crossing flats program), engineering.

Public engagement including walking preferences survey, 1400 responses, community roundtables, district and community council meetings, station area planning and other events including mayoral walk, Mark Fenton)

August 26th – Go to Council for approval.

Commissioners' Comments and Questions

When you consider the 5% of tier 1 that you can tackle given the budget, have you consider creating a critical mass in one area as opposed to spreading it out?

In 07' and 08' we bumped up areas in urban villages that were lacking. Resulted in sidewalks in Broadview and SE Seattle. Balancing factors are included such as tying into existing projects such as road reconstruction and paving. Identifying 5 or 10 corridors that collect many of these factors.

How was topography considered?

It was folded into the long roadway analysis. Vehicle speed was considered as well.

Once the plan is adopted, do you anticipate it being changed based on noisy demand. Can noise trump the plan?

I would say no, but if the neighborhood groups have prioritized it and it has funding, it could. We don't want to necessarily be overly rigid on the priorities. In the past we've listened so much to the squeaky wheel we haven't been equitable in the distribution of pedestrian investments.

Are there design criteria that vary from priority to priority?

Minimum of 6' sidewalks except where there is transit, where it is between 18' and 24'. More work is needed on that model and it might lead to requiring more sidewalk width.

How does it deal with crosswalks and where they should go?

We had a lot of lively discussion about pulling crosswalks back from the intersection, some feel it extends your trip across the walk. Our way of addressing this issue was to add a stop bar.

Another issue is the misalignment of crosswalk and curb cut?

We are definitely trying to correct this issue wherever we can.

I hope that you can provide clear but standards for sidewalk widths.

The sidewalk design handbook does provide this guidance and it is another goal of the plan.

Do you have an inventory of improvements of private improvements that can be added to the database?

Yes, we are working on this.

You talked about vibrancy and vitality as major goals and making connections. Do you have any recommendations for your dept. or other departments to coordinate on the vibrancy side?

It doesn't get into a lot of detail on the benefits of public improvements in the ROW, we discuss it.

Natural infrastructure and green attributes are a major of focus of the plan. Some recommendations are about shared space streets where cars move slow and pedestrians are accommodated.

April 16, 2009 **Project:** **Grace Crunican, Director SDOT**
Phase: Briefing
Last Reviewed: March 6, 2008
Presenters: Grace Crunican, Director SDOT

Attendees: Dawn Shellenberg, SDOT

Time: 1 hour

(169)

ACTION

The Design Commission thanks Grace Crunican for her great presentation of the Department of Transportation's direction and work. It applauds the move to create a new template to guide the actions of the department. It is also supportive of her goal to move more people and goods through the city, not neglecting the modes that have been stressed less in the past. Her plans to move forward cautiously with regard to the waterfront planning, while leaving opportunities open, is commended. Commissioners would also like to thank Grace for asking their participation in looking for a comprehensive solution to signage for the various modes.

Presentation

Changing the transportation template – SDOT staff were working to some degree in a way that was not as integrated as it could have been. Goal is to move more people and goods, they need to get Seattle moving. The goal is to “skate to the where the puck will be, not where it is now.” SDOT seeks to put the city and its citizens in the driver seat for transportation improvements. Trying for the Copenhagen model, not the LA model. Global warming and climate change, Mayor Nickels is recognized as a leader. 59% of GH gas emissions in Seattle are emissions. Even reducing driving one day could have a major effect. Not just striping and signs anymore. Three voter initiatives have supported the overall transportation direction, people want more sidewalks and bike lanes.

Future of the regional system. Regional rail (Sounder), new light rail line and the entire system, BRT. BRT system will be better than traditional system, but there will be plenty of room for improvement. Once you get downtown, how do you get between different points in the city? We have the SLU streetcar, First Hill streetcar is funded and it connects to the Capitol Hill Station. First Ave. streetcar, in lieu of the streetcar on the waterfront. Connect Pioneer Square and Seattle Center along with the International District. Everything is funded except the First Ave. street car. The ferry system was shown including connections from the ferry stations.

Mercer Street – incredibly important connection to the viaduct. People living outside the city see its importance, the current design is a terrible entrance to the city.

Bicycle system – in 2006 there was a 68 mile system, by 09' it is 143 miles, by 2017 it will be 450 miles, including bike lanes, sharrows, signs and trails.

Parking – It's important, it says whether the car is welcome or not, parking takes up a great deal of space, sometimes on-street parking is a good thing because it provides a buffer.

Not about transportation, it's about making great places.

Skybridges – We need to make our streets good for everyone, so I've been fighting hard for making the areas as

pedestrian friendly as possible. Skybridges go against the complete street concept and the goals of vibrant streets.

Major construction – viaduct, bored tunnel. John, Thomas and Harrison are going to have connections. The city is responsible for the promenade and seawall. Spokane Street widening will include a direct connection to I-90. Spokane Street widening is necessary for improved access to the port.

Mercer Street – two projects, one is Mercer east, come off I-5 and go straight across. The other is Mercer West – ROW one way in each direction. The traditional street grid will be restored. 3 lanes off I-5 in each direction, then two, then at Second Ave. it will be one lane.

Construction phasing – go out to bid

this summer and start construction in 2010. First phase is the north half of the existing Mercer Street. Eastbound is still on Mercer and Westbound on Valley. Then build the southern portion of Mercer and finally do Valley with one lane in each direction with bike lanes. In total it is a three year project.



Center City Transit Plan

Commissioners' Comments and Questions

I would like to compliment you on the change in template from the car-centric thinking. It is so positive for the city and I've noticed it in the projects we've seen from SDOT. It's very much what we are concerned about and it is a real collaboration, that's fantastic. Although I have to say that we did have a presentation last time on the Maynard Street Green Street. There was a mix up between what was built by SDOT and the plans. The project was supposed to have a 7' planting strip and SDOT built it with 2' less than the plans called for. I just wanted to alert you to this.

Part of what Barbara was trying to show you with the pedestrian plan, is that we've changed the manual. We are trying to make institutional changes.

As a longtime native of the city and transportation specialist, it's exciting to have you hear to discuss these issues. It's great to see a vision forming. I think it's working because it's a successful approach. With all the modes and ways to get around, the glue needs to be provided such as an educational system to help people use it.

It's a little premature because the light rail and other improvements aren't in place, but we are looking to the future and the synergy between land use and transportation. We're working on this at Westlake, trying to tie together different transit modes.

We've seen some great presentations from SDOT in recent weeks, but as we bring in systems to tie into other systems, the tendency is to sign each system individually.

The mayor is not in favor of signs and reducing signs is a goal where feasible. There is a lot of flexibility in signage design. I welcome the opportunity to work with the Design Commission on this issue.

How is transportation across water factored into the systems approach? Does the city ever get involved in this?

That's what Coleman Dock is all about and the streetcar will connect to it. The water taxi can be a Coleman Dock issue or an activate the waterfront issue.

Can you describe the tunnel portals?

The environmental analysis will deal with the impacts of the portals in the process.

Everyone is excited about the opportunity on the waterfront, and that it not be squandered. It's my understanding that SDOT is in charge of the project. Are there specific ways that our organizations can advocate that you are getting you the support that you need and also in terms of the bored tunnel, one of the biggest issues is the portals?

The mayor has put a lot of effort into transportation, but he recognizes that we may not be the best ones to design the waterfront. The discussion that is going on right now is do you design it early and get everyone bought into the plan by 2011 (viaduct won't come down until 2016) and then you got build it in and people aren't supporting it like they did during the design. If you don't do something now, we have to worry about the seawall, and we have to deal with the utilities. I don't believe that these decisions should be decided independent of the overall design elements.

We saw a great presentation today on the Bell Street green street that highlighted cooperation between agencies and the fact that it will set a precedent and the importance of doing it right to gain further support for these types of projects.

April 16, 2009

Project: **Children's Hospital Laurelon**
Phase: Street Vacation Step II – Public Benefits
Last Reviewed: 3/19/09; 4/2/09
Presenters: Allyyn Stellmacher, ZGF
 Todd Johnson, Seattle Children's Hospital

Attendees: Beverly Barnett, SDOT
 David W. Neal, ZGF
 Desiree B. Leigh, Seattle Children's Hospital
 Jeff Hughes, Seattle Children's Hospital
 John Keegan, Davis Wright Tremaine
 Paulo Nunes-Ueno, Seattle Children's Hospital
 Peter Steinbrueck, Steinbrueck Urban Strategies, LLC
 Scott J. Osterhage, Seneca Group INC
 Lisa Reitzes, Seattle Children's Hospital
 Jim Keller, Site Workshop

Time: 1 hour

(169)

ACTION

The Commission thanks the project team for a well organized, clear, and specific presentation. It appreciates the purpose statement, which was important in establishing the intent of each phase. The Commission approves the public benefit phase of the design unanimously as presented with the following amendments that were agreed upon at the meeting:

Public benefit item one, *Burke Gilman Trail / Sand Point Way NE Connection at Hartman Site*, in the packet submitted by the proponent is amended as follows:

- Clear sight lines from Sand Point to the Burke Gillman trail will be developed.

Public benefit item two, *Street Amenities on Sandpoint Way NE*, in the packet submitted by the proponent is amended as follows:

- Where a maximum 22 ft. 6 inch wide public benefit zone is proposed, this shall be the minimum dimension.
- The artist will be involved early in the project.

Public benefit item three, *Enhanced Public Transit / Seattle Children's Shuttle Centers on Sandpoint Way NE*, in the packet submitted by the proponent is amended as follows:

- Provision of an all-way-walk system at the intersection of Sand Point Way NE and NE 40th St. will be explored.
- Clarity will be provided in the design as to which bus stops serve Metro riders and which serve the Seattle Children's shuttle riders.
- Seattle Children's will use Metro's community based art program to customize the bus shelters.
- The artist will be involved early in the process.

Public benefit item four, *\$2 Million for Bike and Pedestrian Fund*, in the packet submitted by the proponent is commented on as follows:

- Investment in bike and pedestrian improvements in the greater area surrounding the site is commendable.
- Commissioners understand that the improvements proposed are based on the results of the traffic impact analysis completed as part of the EIS.

Public benefit item five, *Street Amenities on 40th Ave NE*, in the packet submitted by the proponent is amended as follows:

- The term “safe” will be included in the first phase of the statement of purpose.
- Remove a 32 ft. 6 inch wide public benefit zone along 40th Ave NE from the benefit package.
- Safety markings will be provided at the emergency entrances to protect pedestrians.

Public benefit item six, *Pocket Park at Corner of 40th Ave. NE and NE 45th St.*, in the packet submitted by the proponent is amended as follows:

- Sustainability measures will be included in the pocket park.

Amendments to the full packet are as follows:

- As the phases come into development, coordinate with appropriate agencies, such as SDOT.
- The use of catchment water for irrigation of landscaping will be explored.
- A minimum of 20% of plants will be evergreen species.
- A minimum of 20% of plants will be native species.
- A minimum of 20% of plants will be drought tolerant species.

Presentation

The current proposal narrows the number of public benefits from eight to six.

The six public benefits include:

1. Burke-Gilman trail connection
2. Street amenities on Sand Point Way NE
3. Enhanced public transit/Seattle Children’s shuttle centers on Sand Point Way NE
4. Two million dollars for bike and ped improvements
5. Street amenities on 40th Ave. NE
6. Pocket park at the corner of the 40th Ave NE/NE 45th St. edge.

Burke-Gilman Trail connection, discussed the proposed development standards. There are three distinct areas identified as areas A, B, and C. Refer to the presentation materials that list the public benefits. The public benefits include about 64,000 square feet of improvements and the vacation is 39,000 square feet.

Public Benefits

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

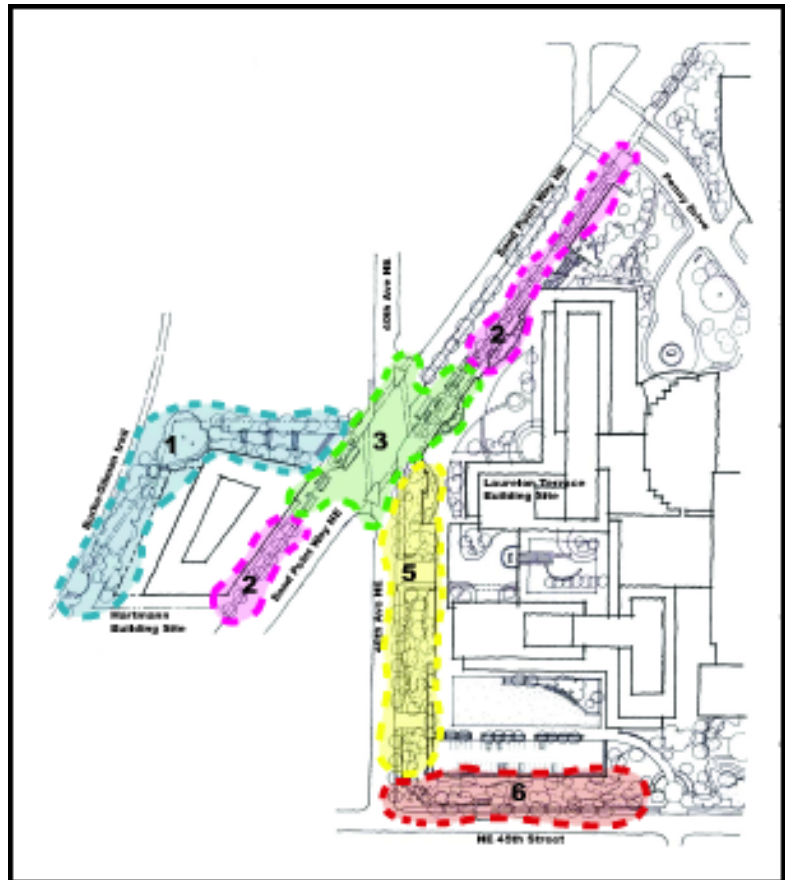
Provide safe, 24 hour pedestrian and bicycle public access from the Burke-Gilman trail to Sand Point Way NE and across the proposed new intersection at 40th Ave NE and Sand Point Way NE. ADA compliant connection would be provided with agreed upon hours of operation. Develop clear sightlines for connection to the Burke Gilman trail. As these phases come into development, coordination with SDOT and Parks is essential. Consider using catchment water for irrigation.

2. STREET AMENITIES ON SAND POINT WAY NE

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. 40th Ave. and Sand Point Way intersection design will require coordination with SDOT and Metro. Consider a pedestrian all-way-walk in signalization. Have the artist involved early in the process. In the project proposal the terms “up to” that are used in reference to the street amenity dimensions should be changed to “shall be.”

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

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. Make clear which shelter serves Metro users and which shelter serves Children's users. Use Metro's community based art program to customize bus shelter.



Public Benefit Areas

4. \$2 MILLION FOR BIKE AND PEDESTRIAN FUND

To allow Seattle Department of Transportation (SDOT) to fund and develop unfunded priority projects in Northeast Seattle, particularly those that are within 1.5 miles of Seattle Children's main campus, that promote safe biking and walking for the general public. Commendable inclusion.

5. STREET AMENITIES ON 40TH AVE NE

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. In the proposal, the term “shall be” will replace the term “up to” where it precedes the proposed dimensions of sidewalk amenities. Safety markings will be provided across the emergency entrances.

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

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. In addition to the sustainability measures contained in the proposal, the evergreen composition ratio will be increased, and emphasis will be given to drought tolerant plant species.

Commissioners' Comments and Questions

The path going from the trail to the steps, what kind of material are you using?

It will be some type of asphalt or concrete

The 15-20% of native species listed, is that a minimum?

Yes, we will make it more clear that it is a minimum.

In terms of plantings, is there a ratio of evergreen to deciduous plantings?

No, there is no specific requirement, but we are striving for a mix

Would you agree to 20% minimum of evergreen plantings?

Yes.

Are you considering a catchment system to collect rainwater or do you have on now?

We don't have one now, but we are considering it.

I'm curious about the grade changes on the trail as you arrive at various nodes, does it drop significantly?

About 30' of drop from the NE corner to the SE corner of the site.

The purpose statement in each of these is an important stake in the ground. I agree with all of them, but way out there 17 years from now those statements will be a driver. The word "safety" should be included in the statement regarding the trail connection.

OK

Is there a way we would want to require a certain footcandle level for the lighting?

It's a topic of conversation with our advisory committee and we would agree to have a statement about continuing the dialogue with our citizens advisory committee.

In regards to the kiosk, I'm a little concerned about the area at the bottom of the stairs. It looks to me like there are too many things at the bottom of the stairs including the kiosk, signage and artwork.

Will the trail connection be accessible?

Our intention is to provide ADA accessibility from Sandpoint Way to the Burke Gillman Trail.

Of the square footage you describe in the 64,000 square feet, is all of area b the 9,00 square feet

The 9,000 is adjacent to the burke Gilman Trail and the 5,000 square feet is adjacent to the west.

Benefit 2

Item #1 – it says the sidewalk will be up to 22'-6". I think we need a minimum sidewalk width.

The additional sidewalk width would be a minimum of 6' to 10'.

On working with SDOT on the intersection, the paving pattern goes north and pedestrians may want to go east.

They are considering a "pedestrian scramble"

I want you to encourage you to look at the artwork, that you are looking at it in holistic ways.

Benefit 3

In terms of bus shelters, it's great to provide custom bus shelters. Make sure there is no confusion between the metro and Childrens' bus shelters. Is Metro OK with this?

Metro has an art program for their shelters – one potential is to create the custom shelter for Childrens' through that program.

There was mention of a bicycle rack in item #3. The transit and bike planning needs to be coordinated.

Benefit 4

Was the 1.5 mile radius, was that negotiated?

It coincides with the traffic impact area that the environmental impact study looked at.

It would be useful to have some predictability as to the number of beds per phase

We would do that if we could. That's why we tied it to beds, it's the most predictable metric we have.

Benefit 5

20% minimum for native and 15% minimum for evergreen plantings.

The two major vehicle points of access, there should be language about continuity of pedestrian crossings across these areas to create a hierarchy.

Benefit 6

The parking lot, is that at grade or elevated?

That is a parking structure, with a landscaped terraced above it.

Is there no walking through the buffer allowed?

No, the buffers are so dense that walking is difficult.

Can we please add the minimum native and evergreen species requirements to this area?

Yes.

I recommend really pushing the drought tolerate and native species to support sustainability.