



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Wick-Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

March 15, 2012

Convened 8:30am
Adjourned 3:00pm

Projects Reviewed

4420 26th Ave SW
Fred Hutchinson Skybridge

Commissioners Present

Julie Bassuk, Chair
Laurel Kunkler
Tom Nelson
Julie Parrett (excused from 12:45 – 3:00pm)
Mary Fialko
Shannon Loew
Debbie Wick-Harris

Commissioners Excused

Osama Quotah
Don Vehige

Staff Present

Valerie Kinast
Tom Iurino



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March 15, 2012	Project:	Fred Hutchinson Skybridge
	Phase:	Skybridge
	Last Reviewed:	Jun 16, 2011
	Presenters:	Rich Hill, McCullough Hill Leary, PS David Neal, ZGF Scott Rusch, Fred Hutchison Cancer Research Center Julie McElrath, Fred Hutchinson Cancer Research Center Robbie Phillips, Fred Hutchinson Cancer Research Center
	Attendees:	Angela Steel, SDOT Barbara Gray, SDOT Chris Leman, Eastlake Community Council Dong Chang, SDOT Jerry Dinndorf, South Lake Union Community Council Mike Hassenger, Seneca Group

Time: 10:30am-12:00pm

Recusals

Commissioner Kunkler recused herself.

Summary of Project Presentation

The design team presented its request for a skybridge at Fred Hutchinson Cancer Research Center to join the newly-acquired 1100 Eastlake building with the Weintraub building on the center's main campus. The team also proposed a crosswalk and a tunnel to supplement the skybridge. The team described the center's mission, the ultimate plan for campus build-out, the needs of the scientists who use the 1100 Eastlake building, the interior layout of the buildings joined by the skybridge, and the character of the proposed skybridge, which is similar in material and form to the other skybridges on campus. The team appealed that collaboration among scientists led to innovations in cancer research, and that the skybridge was necessary for such collaboration.

Since the commission's last review, SDOT determined that a crosswalk on Eastlake between the Weintraub and the 1100 buildings was feasible after making adjustments to the curb line, lanes and median. The center still sought permission from the city to build a skybridge, as the skybridge served a different function from and attracted different users than the crosswalk and the tunnel. The team did not estimate the cost of an alternative of solution of retrofitting the Weintraub Building to permit an at-grade entry from Eastlake Ave and the new crosswalk. It did study expanding the tunnel or adding a second one, but found insufficient space or conflicts with the connections to the buildings.

As public benefit, the team proposed: the crosswalk between the Weintraub and the 1100 Eastlake buildings; pedestrian improvements to Eastlake Ave., including a respite area with seating and hardscape, additional planting, the lowering of a fence adjacent to the campus, and an overlook to South Lake Union near Murase's art work; four wayfinding signs to improve access to South Lake Union and the Lake Union Trail; and contributions to acquire street lighting for SDOT's Fairview and Fairview project. The team would return for a more detailed presentation of public benefits.

The Skybridge Review Committee, made up of SDOT and DPD staff, reviewed the skybridge and supported it, with reservations, and requested the Design Commission recommend a public realm mitigation package. The Eastlake

Community Council did not support the skybridge, as city ordinance prohibited skybridges unless they were in the public's interest and there was no reasonable alternative; also the city set a precedent when it rejected the Zymogenetics skybridge over Eastlake in the late 1990s. The South Lake Union Community Council and South Lake Chamber of Commerce supported the skybridge, as the public benefit package enhanced the South Lake Union community.

SUMMARY (by Sato)

The Design Commission thanked the Fred Hutchinson team for its presentation of its proposal to build a skybridge. The commission appreciated the team's thorough presentation, including the testimony by a scientist from the research team most affected by the proposal, and the character of the proposed skybridge itself; however the presentation was not compelling enough to demonstrate the skybridge was in the public's best interest nor was the public benefit package sufficient or detailed enough to judge. The commission delayed its action on both the merit of the skybridge and the public benefit package until the team returned with a more thorough exploration of the solutions for at-grade connection and a more explicit and substantial offering of public benefits. Specifically, the commission recommended the team:

- Fully develop the solutions to cross Eastlake Ave. at-grade. Explore the options to reconfigure the Weintraub building to allow for a new at-grade entry on Eastlake Ave., and also explore the options to improve the at-grade connection without a new at-grade entry. In all options, consider the needs for lighting, weather protection and other elements that enhance the pedestrian experience. Follow the SDOT engineer's advice when designing the crossing. Also study human perception and behavior related to use of at-grade crossings and skybridges; explore strategies to attract people to use an at-grade crossing. Consider rethinking Fred Hutchinson's closed, corporate campus plan and instead develop a plan to make the campus more public and integrated with the city; that starts at the ground plane.
- More fully develop the public benefit package; the proposed package was weak and lacked detail. Provide more significant amenities along the sidewalk and at the proposed crosswalk and present a more thoughtful design and program for the proposed improvements
- Add improvements to Eastlake Ave to aid and entice pedestrians; it is an auto-oriented road, and thus is forbidding to pedestrians and deficient in pedestrian amenities. It is home to bus stops and hotels whose users rely on it for walking; and it is a street that caregivers and patients walk when taking a break during visits to Fred Hutchison.