January 25, 2013

Dear Community Member,

Seattle Children’s has been required to build a connection to the Burke-Gilman Trail through our Hartman property. This project will provide a valuable connection to the trail. We expect that our neighborhood will benefit greatly by this improvement. Below you will find some information about the project.

# Background

* Suggested by Citizen’s Advisory Group during the Major Institution CAC process for Children’s proposed Master Plan
* City Council included the connection as a requirement to Seattle Children’s Master Plan adopted in April 2010
* The Standing Advisory Committee (SAC) also weighed in at this time and recommended that this connection to the Trail be built as part of Phase 1 of hospital construction

# Design

* The location of this connection has always been targeted within the setback along the northern boundary of Children’s Hartmann property.
* It has always contemplated a slope that would allow easy pedestrian and bicycle access between Sand Point Way NE and the Trail.
* Reviewed by Seattle City Council Transportation Committee, the Seattle Design Commission, and our Citizens Advisory Committee
* The design of the Connection has been subjected to extensive public review and comment, which is still ongoing.

**BENEFITS**

1. Provide an ADA- accessible public connection to the new intersection on Sand Point way, the newest and safest pedestrian a bike crossing of Sandpoint way.
2. Preserve the existing significant trees and landscape on site (Sequoia Grove, Big Leaf Maple and existing large trees with good form habit and health where feasible).
3. Depending on the alignment chosen, it may improve the Environmentally Critical Area on the site mapped as a steep slope by providing site retaining walls and grading.
4. Remove invasive non-native species from the public property and SCH property (continuation of the work Friends of Burke has been doing along the trail)
5. Remove diseased trees and trees of declining value and replaces them with appropriate native species in healthy condition
6. Provide ongoing maintenance of the Hartman site and Burke Gilman connection (on both Parks Department and Children’s property) by Seattle Children’s, allowing Friends of Burke Gilman to focus on other areas of need along the trial.
7. Design new impervious surfaces and site development using Green Storm water infrastructure engineering methods to the maximum extent feasible.

**Public Property Project Impact Analysis – All numbers below reflect impacts to public property only unless specifically stated..**

|  |  |  |  |
| --- | --- | --- | --- |
|  | December 15th Meeting Plan | Revised Plan – Curved Trail | Revised Plan – Long Bridge |
| Total Area between East edge of Burke Gilman Trail and Seattle Children’s Hartmann Property line | Approx: 16,270 SF | Approx: 16,270 SF | Approx: 16,270 SF |
| Area Disturbed by new trail construction | Approx: 12,715 SF | Approx: 9,405 SF | Approx: 4,115 SF |
| Trees\* over 6” caliper Removed - On public property | 54\*\* | 43\*\* | 9\*\* |
| Trees\* over 6” caliper Removed – On Seattle Children’s Property | 4\*\* | 4\*\* | 4\*\* |
| Paved Surface (Walls, walkways, plazas) | Approx: 2,545 SF | Approx : 1,995 SF | Approx: 1,600 SF |
| Retaining Walls – Height Varies | Approx: 325 LF | Approx: 240 LF | Approx: 155 LF |
| ECA Steep Slope on Public Property | Approx: 2,310 SF | Approx: 2,310 SF | Approx: 2,310 SF |
| ECA Steep Slope on Seattle Children’s Property | Approx: 4,790 SF | Approx: 4,790 SF | Approx: 4,790 SF |
| Stabilized ECA on Public Property | Approx: 127 LFApprox: 1,210 SF | Approx: 127 LFApprox: 1,210 SF | Approx: 0 LFApprox: 155 SF |
| Stabilized ECA on Seattle Children’s property | Approx: 127 LFApprox: 2,400 SF | Approx: 127 LFApprox: 545 SF | Approx: 0 LF Approx: 170 SF |

\*Trees refer to all trees over 6” caliper as surveyed by licensed surveyer and does not take into account the trees health, form or significance.

\*\*Tree quantities removed are approximate at this time and need to be evaluated by a certified arborists can construction contractor for constructability issues.

Sincerely,

Paulo Nunes-Ueno

Director, Transportation & Sustainability