

CF 247649

(GENERAL)

FILE NO. 247649

Petition
of
property owners
for
vacation of portion of 17th Avenue.

3/11/63 - B PW

*Ord. 92523
Res. 19578 See #248444*

MAR 11 1963

FILED

C. G. ERLANDSON
COMPTROLLER AND CITY CLERK

BY *W. A. Dennis* DEPUTY

ACTION OF THE COUNCIL

REFERRED	TO
MAR 12 1963	STREETS & SEWERS
REFERRED	TO
REFERRED	TO
REPORTED	DISPOSITION
AUG 12 1963	GRANTED IN ACCORDANCE WITH REPORT OF COMMITTEE
RE-REFERRED	TO
REPORTED	DISPOSITION

REPORT OF COMMITTEE SPECIAL ORDER

Mr. President:

Your Streets and Sewers Committee

to which was referred the within petition

would respectfully report that we have considered the same and respectfully recommend that said petition be granted only for the portion of 17th Avenue between East Cherry Street and the projector east of the north line of the south one-half of Lot 27, Block 4, Squire Park Addition.

CHAIRMAN

CHAIRMAN

(GENERAL)

FILE NO. 247619

Petition
OF
PROPERTY OWNERS
FOR
VACATION OF PORTION OF 17th AVENUE.

3/11/63 - B PW

Ord. 92323

Res. 19578 See # 248994

MAR 11 1963

FILED

C. G. ERLANDSON
COMPTROLLER AND CITY CLERK

BY W. A. Ferris DEPUTY

ACTION OF THE COUNCIL

REFERRED

MAR 11 1963

REFERRED

REFERRED

REPORTED

AUG 12 1963

RE-REFERRED

REPORTED

TO

STREETS & SEWERS

TO

TO

DISPOSITION

GRANTED IN ACCORDANCE WITH REPORT OF COMMITTEE.

TO

DISPOSITION

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Street and the projection east of the north line of the south one-

half of lot 27, Block 4, Squire Park Addition.

STREETS AND SEWERS

Committee

CHAIRMAN

CHAIRMAN

Circulated by Sister Gertrude of Providence

17th Avenue & E. Jefferson

Address Seattle 22, Washington

Tel. No. EA 2-1100

TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE:

We, the undersigned, being the owners of more than two-thirds of the property abutting on that portion of

17th AVENUE

herein sought to be vacated, petition your Honorable Body to vacate: 17th AVENUE from East Cherry Street to East Jefferson Street;

OR, in the alternative, to vacate any portion of said avenue so particularly described;

RESERVED to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said avenue until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

PETITION CHECKED AND FILING FEE PAID

R. W. MORSE, City Engineer

BY Mary M. McCallum DATE 3-11-63

OWNER	DESCRIPTION OF PROPERTY
Sisters of Charity of the House of Providence, Operating Providence Hospital, Seattle, Washington	All of Block 3; and All of Block 4, Squire Park Addition to the City of Seattle, as per plat recorded in Volume 8 of Plats, on Page 6, Records of King County; situate in the City of Seattle, County of King, State of Washington,
<u>Mother Judith</u>	EXCEPT: Lots 15 through 22, inclusive, and the West 47' of Lot 23 and the South 1/2 of Lot 24;
Corporation of the Catholic Archbishop of Seattle 507 1/2th Avenue Seattle, Washington	AND All of Lot 26 and the South 1/2 of Lot 27
<u>James A. Gansley</u>	Lots 15 through 22, inclusive, and the West 47' of Lot 23, and the South 1/2 of Lot 24, Block 4, Squire Park Addition to the City of Seattle, as per plat recorded in Volume 8 of Plats, on Page 6, Records of King County, situate in the City of Seattle, County of King, State of Washington.

Circulated by Sister Gertrude of Providence
17th Avenue & E. Jefferson St. Tel. No. WA 2-3110
Address Seattle 22, Washington

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PETITION CHECKED
AND FILING FEE PAID

R. W. MOORE, City Engineer

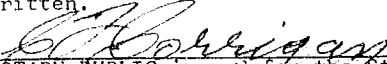
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	AND All of Lot 26 and the South 1/2 of Lot 27
Corporation of the Catholic Archbishop of Seattle 507 17th Avenue Seattle, Washington	Lots 15 through 22, inclusive, and the West 47' of Lot 23, and the South 1/2 of Lot 24, Block 4, Squire Park Addition to the City of Seattle, as per plat recorded in Volume 8 of Plats, on Page 6, Records of King County, situate in the City of Seattle, County of King, State of Washington.
<u>Thomas A. Connolly</u>	

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this 4th day of March, 1963, before me, the undersigned, a Notary Public in and for the State of Washington, personally appeared Mother Judith, to me known to be the President of the Sisters of Charity of the House of Providence, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that she was authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

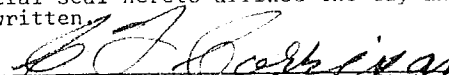
WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.


NOTARY PUBLIC in and for the State
of Washington, residing at Seattle.

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this 4th day of March, 1963, before me, the undersigned, a Notary Public in and for the State of Washington, personally appeared Archbishop Thomas A. Connolly, to me known to be the President of Corporation of the Catholic Archbishop of Seattle, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.


NOTARY PUBLIC in and for the State
of Washington, residing at Seattle.

OWNER	DESCRIPTION OF PROPERTY
Mrs. Goldie Monnette (London) 525 17th Avenue Seattle, Washington.	All of Lot 26, and the South 1/2 of Lot 27, Block 4, Squire Park Addition to the City of Seattle, as per plat recorded in Volume 8 of Plats, on Page 6, Records of King County; situate in the City of Seattle, County of King, State of Washington.
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17th Avenue

PROPOSED ALTERNATE STREET VACATION

PROVIDENCE HOSPITAL

Seattle

17th Avenue

Street Vacation Petition

ALTERNATE PROPOSAL

August 6, 1963

August 6, 1963

City Council
Municipal Building
Seattle, Washington

Gentlemen:

On Tuesday, July 23, 1963, we appeared before you at a hearing of our Petition for the full vacation of 17th Avenue between Cherry and Jefferson Streets, and presented our reasons for requesting this vacation. A presentation was made by our Architect and our Attorney, and a Traffic Study of the street in question was also presented. An abutting property owner, Mrs. Goldie Nonnette London, and her attorney, objected to the vacation, and gave their reasons.

After consideration, the City Council recommended postponement of decision for two weeks, to allow both parties to attempt to reach an acceptable agreement. During this time, our attorney and Mrs. London's attorney have been unsuccessful in reaching any type of compromise. Mrs. London has definitely stated that her property is not for sale at any price, and that she will not join us in the petition.

Therefore, we ask the Council to consider an alternate petition for the vacation of the north end of 17th Avenue, lying north of Mrs. London's abutting property. We, in turn, offer an easement to Mrs. London, to go with the land, which would provide a roadway at our expense, from 17th Avenue parallel to her property, west to 16th Avenue. This would allow ingress and egress traffic to her property.

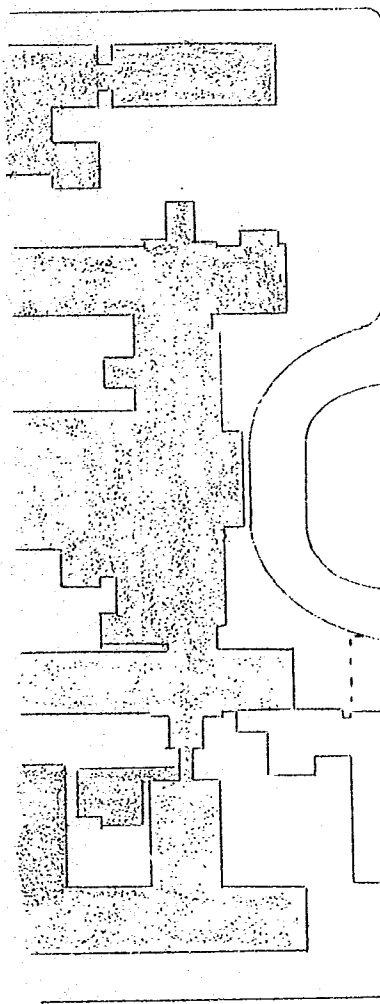
As pointed out in our first hearing, the proposed six-story addition to our present hospital would require connection floor by floor for the most efficient operation, and the ideal location of this addition is in the street in question.

Your favorable consideration to our request is urgently requested.

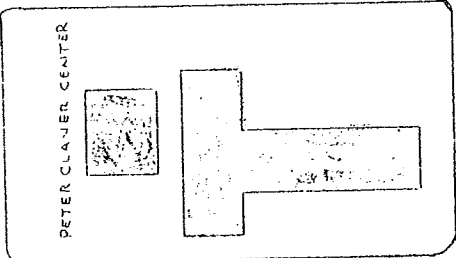
Sincerely yours,

Sister Gertrude of Providence
Sister Gertrude of Providence
Administrator

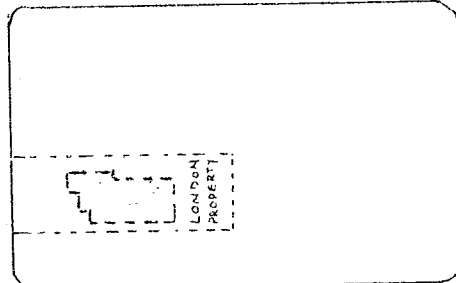
EAST JEFFERSON STREET



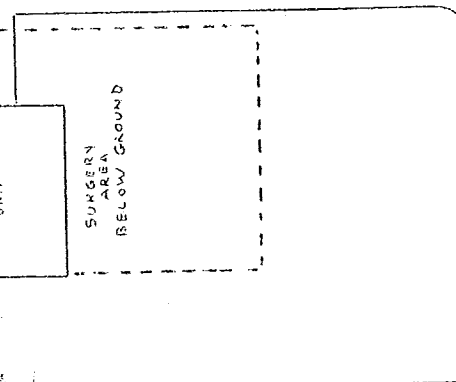
17TH AVENUE



PETER CLAYER CENTER



(LONDON
PROPERTY)



NURSING
UNIT

SURGERY
AREA
BELOW GROUND

EAST CHERRY STREET

16TH AVENUE

PROPOSED STREET VACATION

17th Avenue

PROPOSED ALTERNATE STREET VACATION

PROVIDENCE HOSPITAL

Seattle

17th Avenue

Street Vacation Petition

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August 6, 1963

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Sister Gertrude of Providence
Administrator

EAST JEFFERSON STREET

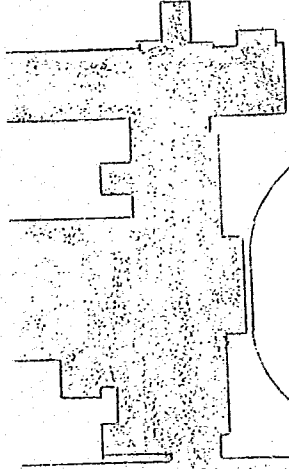
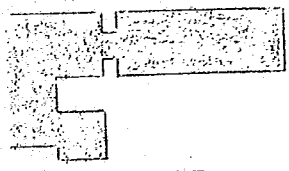
PETER CLAVER CENTER

17TH AVENUE

16TH AVENUE

PROPOSED STREET VACATION

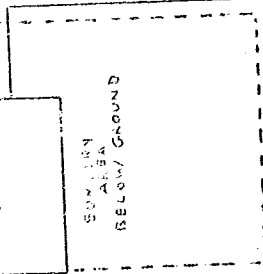
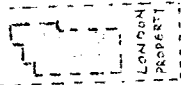
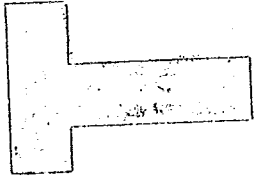
EAST CHERRY STREET



NURSING UNIT

SOFTEN AREA BELOW GROUND

LONDON PROPERTY





THE CHANCERY

ARCHDIOCESE OF SEATTLE
907 TERRY AVENUE
SEATTLE 4, WASHINGTON

IN REPLYING REFER TO

1000/763

July 22, 1963

Seattle City Council
Municipal Building
Seattle 4
Washington

Gentlemen:

Reference is made to the pending petition of Providence Hospital for the vacation of that portion of 17th Avenue immediately in front of the hospital.

Some of the abutting property in the block involved is owned by the Corporation of the Catholic Archbishop of Seattle, and you will have noted, of course, that said corporation sole was a co-signer of the petition.

We have been informed by Providence Hospital that, in connection with this petition, the hospital corporation has executed and stands ready to tender an easement granting to Mrs. Goldie Bernette London, and other parties in interest, owners of an abutting property, rights of ingress and egress and the continued use of existing utilities in 17th Avenue from the London property south to the corner of 17th Avenue and Jefferson Street. The hospital corporation will deliver this easement to Mrs. London and the other parties in interest if the City Council sees fit to grant a vacation of the entire block between Jefferson and Cherry Streets.

Please be advised by this letter that the Corporation of the Catholic Archbishop of Seattle, with respect to its own abutting property in said block, will also give such an easement to Mrs. London and her co-owners, identical in terms with the easement offered by the Providence Hospital corporation, if the entire block is vacated.

Very sincerely yours,

CORPORATION OF THE CATHOLIC
ARCHBISHOP OF SEATTLE

By Thomas Gill
(Most Rev.) Thomas Gill
Auxiliary Bishop of Seattle

EASEMENT

The SISTERS OF CHARITY OF THE HOUSE OF PROVIDENCE OF THE TERRITORY (NOW STATE) OF WASHINGTON, a Washington corporation, for valuable consideration, hereby grants, bargains, sells, conveys, and confirms unto JEANNE D. SQUIRE, as her separate estate, and unto GOLDIE HONNETTE LONDON, separately, and unto GOLDIE HONNETTE LONDON and FRACST London, as a marital community, and to the heirs, successors and assigns of the aforesaid persons, an easement for right of way and for the continued use of all existing utilities now serving 525 17th St., Seattle, Washington, said easement extending from the intersection of 17th and Jefferson Streets, Seattle, Washington, north in 17th Street to a point even with the north line of the South $\frac{1}{2}$ of Lot 27, Block 4, Squire Park Addition to the City of Seattle, King County, Washington. This easement shall be appurtenant to and run with the title of the following described real estate:

Lot 26, and the South $\frac{1}{2}$ of Lot 27, in Block 4, Squire Park Addition to the City of Seattle, as per plat recorded in Volume 8 of Plats, page 6, records of King County; situate in the City of Seattle, County of King, State of Washington

This easement shall grant and convey an easement of ingress and egress and for the continued use of all existing utility services in 17th Street with relation to and for the benefit of the above-described property and for the benefit of grantees, their heirs, successors, assigns, invitees, tenants, visitors, and licensees and shall convey no interest in the real property which said

easement crosses beyond said easement itself.

SISTERS OF CHARITY OF THE HOUSE
OF PROVIDENCE OF THE TERRITORY
(NOW STATE) OF WASHINGTON, a
Washington corporation

By Mother Judith
President

By Sister Gertrude Frances
Secretary

STATE OF WASHINGTON)
) SS:
COUNTY OF KING)

On this 19th day of July, 1963, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared MOTHER JUDITH and SISTER GERTRUDE FRANCES, to me known to be the President and Secretary, respectively, of SISTERS OF CHARITY OF THE HOUSE OF PROVIDENCE OF THE TERRITORY (NOW STATE) OF WASHINGTON, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

Witness my hand and official seal hereto affixed the day and year first above written.

Notary J. J. Beckwith
Notary public in and for the State
of Washington, residing at Seattle

DEPARTMENT OF PUBLIC WORKS

E. G. HENRY, EXECUTIVE SECRETARY

Room 404 • Seattle Municipal Building • Telephone JU 3-2040

SEATTLE 4, WASHINGTON

Re: File No. 267649
Vacation of 17th Avenue between
East Jefferson and East Cherry
Streets

June 12, 1963

Seattle City Council
Seattle, Washington

Honorable Members:

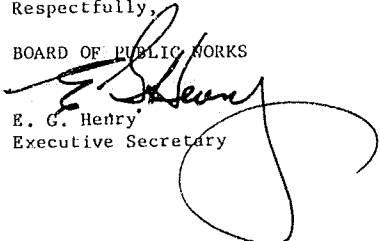
Herewith returned is the above Council file being the vacation of portion of 17th Avenue from East Jefferson to East Cherry Streets as requested by the Providence Hospital. The Board of Public Works had the report of its Street Vacation Committee before them on June 5, 1963, and returned same to the Committee based on the feeling that the vested rights of an adjacent property owner would be curtailed by this vacation in that his right of access would be hampered, to which the property owner is entitled.

The new report of the Vacation Committee, submitted by the City Engineer, was before the Board in regular session today; and, despite the recommendation of approval as indicated in the communication, the Board took action to recommend the petition be denied until the vested rights of the interests of the property owner are studied prior to any action by your honorable body.

The Board concurred in this recommendation and forwarded same to your honorable body for consideration and necessary legislative action.

Respectfully,

BOARD OF PUBLIC WORKS



E. G. Henry
Executive Secretary

EGH:klh



CITY OF SEATTLE

GORDON S. CLINTON, MAYOR

DEPARTMENT OF PUBLIC WORKS

E. G. HENRY, EXECUTIVE SECRETARY

Room 404 • Seattle Municipal Building • Telephone JU 3-2040

SEATTLE 4, WASHINGTON

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Vacation of 17th Avenue between
East Jefferson and East Cherry
Streets

June 12, 1963

Seattle City Council
Seattle, Washington

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Executive Secretary

EGH:klh

CITY OF SEATTLE

GORDON S. CLINTON, MAYOR

DEPARTMENT OF PUBLIC WORKS

E. G. HENRY, EXECUTIVE SECRETARY

Room 404 · Seattle Municipal Building · Telephone JU 3-2040

SEATTLE 4, WASHINGTON

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Vacation of 17th Avenue between
East Jefferson and East Cherry
Streets

June 12, 1963

Seattle City Council
Seattle, Washington

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E. G. Henry
Executive Secretary

EGH:klh

CITY OF SEATTLE

GORDON S. CLINTON, Mayor

DEPARTMENT OF PUBLIC WORKS

E. G. HENRY, EXECUTIVE SECRETARY

Room 404 • Seattle Municipal Building • Telephone JU 3-2030

SEATTLE 4, WASHINGTON

March 26, 1963

Re: Council File No. 247649
Parts I and II

Mr. R. W. Morse, City Engineer
Chairman, Street Vacation Committee
City of Seattle

Dear Sir:

The attached Council File, Part I being the Providence Hospital Development, 17th Avenue Street Vacation Traffic Study, and Part II, being a petition of residents living in the general vicinity of Providence Hospital in support of the hospital's request for the vacation of a portion of 17th Avenue (C.F. 247649), was before the Board of Public Works in regular session today.

It was the recommendation of the Board that said file be referred to the Street Vacation Committee to be included with Council File No. 247649 in their investigation, report and recommendation.

Respectfully,

BOARD OF PUBLIC WORKS

E. G. Henry
Executive Secretary

dbl
Att.
cc: J. R. Heath
J. Robertson

THE CITY COUNCIL OF
THE CITY OF SEATTLE
1106 SEATTLE MUNICIPAL BUILDING
SEATTLE 4 WASHINGTON

March 19, 1963

Board of Public Works
City of Seattle

Dear Members:

Attached are File No. 247672, Part I, Providence Hospital Development, 17th Avenue Street Vacation Traffic Study, and Part II, a petition of residents living in the general vicinity of Providence Hospital in support of the Hospital's request for vacation of a portion of 17th Avenue, together with a vicinity map showing the portion of 17th Avenue involved in the street vacation petition.

The attachments are referred to you for your consideration with File No. 247649, petition of property owners for vacation of portion of 17th Avenue, referred to you for your report and recommendation on March 11.

Very truly yours,

STREETS AND SEWERS COMMITTEE

M. B (Mike) Mitchell, Chairman

MBM:ej
Att. -3



CITY OF SEATTLE

DEPARTMENT OF ENGINEERING

ROY W. MORSE, CITY ENGINEER

MEMBER, BOARD OF PUBLIC WORKS

Gordon S. Clinton, Mayor

May 27, 1963

File No. 247649

Honorable Board of Public Works
Seattle, Washington

Gentlemen:

We are returning herewith Comptroller's File No. 247649, being petition of property owners for the vacation of 17th Avenue between East Jefferson and East Cherry street, together with the Committee's report and recommendation thereon.

The petition contains valid signatures of 95% of the abutting property owners.

On circulation of the various departments and utilities, comments and objections were received from the Fire Department, the Planning Commission, the Water Department, the Gas Company, the Lighting Department and the Engineering Department.

The Fire Department, commenting upon the need for maintaining access for fire equipment to all sides of the hospital building, requests serious consideration be given to such requirements in the planning of the project.

The Planning Commission recommends that the vacation be held up until a zoning variance application has been filed and approved on Lot 13 and the south one-half of Lot 12, block 4, which property would lose street access by the vacation.

The Water Department requests a guaranty deposit in the sum of \$2000 for work to be done by that department in watermain and hydrant alterations, with said deposit to be made before the vacation is processed.

The Engineering Department requests the rerouting of the existing sewer by constructing, at the petitioner's expense,

C
O
P
Y

Honorable Board of Public Works

Page 2

a sewer on East Cherry Street extending from 15th Avenue to 17th Avenue, also the continuation of the existing sewer on 17th Avenue to provide service to a residence at 527 - 17th Avenue until the property is purchased by the petitioners.

The Committee, appreciating that the existing street area of 17th Avenue is needed for the Hospital's proposed development, recommends that the vacation be granted with the stipulation that the aforementioned requirements of the departments and utilities be satisfied before the enactment of the vacation ordinance.

Yours very truly,

STREET VACATION COMMITTEE
Sgd. R. W. Morse
ROY W. MORSE, City Engineer

J. WY HEATH, Supt. of Water

Jk:lt
Enc.

cc - Water Dept.
Light Dept.

CITY OF SEATTLE
MEMORANDUM OF PROPOSED STREET WORK

Notice is hereby given that the petition of property owners (City Comptroller's File No. 247649) for the vacation of:

17th Avenue from East Cherry Street to East Jack Leon Street; will be considered by the STREETS AND SIDEWALKS COMMITTEE of the City Council in the Council Chambers, Room 1101, Seattle Municipal Building, on

TUESDAY, JULY 23, 1963, at 2:00 p.m.

at which time petitions for and protests against such vacation will be heard.

For further information, call in person at the office of the City Engineer, Room 902, Seattle Municipal Building, or contact Mr. Bruce Masoli by telephone, JUniper 3-2853.

A map, indicating the street described in the petition, has been attached to the notice posted on the site of the proposed vacation for your examination.

The recommendation of the Board of Public Works on this vacation is to deny.

17th Apr 11
 1917

1720

AC

Name	Address	Day	Month
18	17 th Apr 11		
18	Do		
18	Do	13	
18	Do	Do	13
18	Do	14	A
18	545-16 th Ave	7	A
18	277 Jersey Ave	14	A
18	450 1 st St	14	A
18	Jeanne D. Swine	14	A
18	525-17 th Ave	Do	A
18	3044 4 th Ave	14	B
18	Do	Do	B
18	600 1 st St	Do	B
18	320 1 st Ave	Do	B
18	Do	Do	B
18	1607 E. Sherman St	5	B
18	1607 E. Sherman St	6	B
18	-----	7	B
18	-----	Do	B
18	5117 27 th St	Do	B
18	-----	Do	B
18	772-6 th Ave	Do	B
18	City Hall	Do	B
18	1909 E. Union St	8	B
18	2105 E. Sherman St	31	B
18	1907-26 th Ave	Do	B
18	312-1 st St	Do	B
18	589 1 st St	32	B
18	Do	Do	B
18	-----	14	A

1605 5th St

24

NEEDS	ADDRESS	DATE	PRICE
ALVIN D. MARSH	348-17th Ave	4-7	14
MRS. SHERWIN SARTIS	Do	Do	14
LOURAIN M. BYRD CHICK BYRD, 1024195	342-17th Ave	8	14
JOSEPH W. MCLAUGHLIN	1105-30th St	Do	14
JOE HUNTER	801-27th Ave	8	24
LYLE M. CREECH	710-16th Ave	9-11	24
SON & CHARLES HICK	700-16th Ave	13	24
DR. PHILIP V. LAVITTO	1515-35th Ave	13-16	24
METROPOLITAN FIRE INSURANCE CO	1516-NEOLAKE AVE	17	24
PHILIP V. LAVITTO	Do	Do	24
ROSA LEE JOHNSON	Do	18	24
ROSA LEE McWAIN 404-27th St	717-17th Ave	Do	24
JOE SHERWIN & MCLAUGHLIN	1105-30th St	Do	24
CHERRY HILL MEDICAL BUILDING, INC. 1415-6125th St	17th & Cherry St	10-12	25
PAC MUT LIFE INS CO	307-20th Ave	21	Do



CITY OF SEATTLE
DEPARTMENT OF ENGINEERING
ROY W. MORSE, CITY ENGINEER
MEMBER, BOARD OF PUBLIC WORKS

Gordon S. Clinton, Mayor

May 27, 1963

File No. 247649

Honorable Board of Public Works
Seattle, Washington

Gentlemen:

We are returning herewith Comptroller's File No. 247649, being petition of property owners for the vacation of 17th Avenue between East Jefferson and East Cherry street, together with the Committee's report and recommendation thereon.

The petition contains valid signatures of 95% of the abutting property owners.

On circulation of the various departments and utilities, comments and objections were received from the Fire Department, the Planning Commission, the Water Department, the Gas Company, the Lighting Department and the Engineering Department.

The Fire Department, consenting upon the need for maintaining access for fire equipment to all sides of the hospital building, requests serious consideration be given to such requirements in the planning of the project.

The Planning Commission recommends that the vacation be held up until a zoning variance application has been filed and approved on Lot 13 and the south one-half of Lot 12, Block 4, which property would lose street access by the vacation.

The Water Department requests a guaranty deposit in the sum of \$2000 for work to be done by that department in watermain and hydrant alterations, with said deposit to be made before the vacation is processed.

The Engineering Department requests the rerouting of the existing sewer by constructing, at the petitioner's expense,

C
O
P
Y

Honorable Board of Public Works

Page 2

a sewer on East Cherry Street extending from 15th Avenue to 17th Avenue, also the continuation of the existing sewer on 17th Avenue to provide service to a residence at 527 - 17th Avenue until the property is purchased by the petitioners.

The Committee, appreciating that the existing street area of 17th Avenue is needed for the Hospital's proposed development, recommends that the vacation be granted with the stipulation that the aforementioned requirements of the departments and utilities be satisfied before the enactment of the vacation ordinance.

Yours very truly,

STREET VACATION COMMITTEE

Sgd. R. W. Morse

ROY W. MORSE, City Engineer

J. HAY HEATH, Supt. of Water

JR:lht
Enc.

cc - Water Dept.
Light Dept.

E-125

REPORT ON VACATION PETITION

4 - 18 - 63

File No. ~~212786~~
247649

Vacation of 17th Avenue
(SEE PETITION FOR DESCRIPTION)

From _____

To _____

Total Frontage (L.F.) 1200.00 ' _____

Frontage with
Valid Signatures (L.F.) 1140.00 ' _____

Valid Signatures 95.00 % _____

Incomplete Signatures - _____

Invalid Signatures - _____

King County - _____

PA

Worked By *Al Bruce & Passel*

Approved By *M. Bartolena*

KCM

Public Services
c/o Light Dept.

E-137

Comments of the members of the Board of Public Works on the petition for vacation of

17th Avenue

Council File No. 247643 Reason for Vacation: The vacation of 17th Avenue is required for the construction of a proposed addition to the Providence Hospital. The petitioners are aware that access must be provided for Lot 25 and the south one-half of Lot 27, Block 4, Squire Park Addition.

Department	Name	Date Received	Comment	Date Forwarded
✓ Supt. Light		4-25-63	Approved with Reservations	4-26-63
City Engineer				
Supt. Water				
Supt. Bldgs.				
Mr. Andersen	Mr. Tyler	Mr. Whiting	Fire Dept.	Mr. Cocver
Mr. Lewarch	Mr. Wiatrak	Mr. Berg	Mr. Arnberg	Park Dept.
Dist. Engineer		Mr. Matson		Plan. Commission

Please make comments and return to the City Engineer.

Additional comments if desired.

"City reserves the right to maintain, operate, or reconstruct existing electric utilities, including the right to place them underground; and, should future improvements on this vacated portion of property necessitate the rearrangement or of the utility's equipment, that the utility be reimbursed for the expense."

J. Ray-Heath.
Water Dept.

E-137

Comments of the members of the Board of Public Works on the petition for vacation of

17th Avenue

Council File No. 247549 Reason for Vacation: The vacation of 17th Avenue is required for the construction of a proposed addition to the Providence Hospital. The petitioners are aware that access must be provided for Lot 26 and the south one-half of Lot 27, Block 4, Squire Park Addition.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water	Ray Heath	1/20/63	See Below	1/30/63
Supt. Bldgs.				
Mr. Andersen	Mr. Tyler	Mr. Whiting	Fire Dept.	Mr. Coover
Mr. Lewarch	Mr. Wiatrak	Mr. Berg	Mr. Arnberg	Park Dept.
Dist. Engineer		Mr. Matson		Plan. Commission

R.K.
1/30/63

Please make comments and return to the City Engineer.

Additional comments if desired.

Prior to enactment of Vacation Ordinance, Petitioner to make a Guarantee Deposit in the amount of Two Thousand Dollars (\$2,000.00) for work to be done by the Water Department for killing existing mains and moving and removal of hydrants.

Provision should also be made to provide water service for existing house on Lot 26, Block 4, Squire Park Addition, because existing water-main in 17th Avenue to be killed.

E-137

Comments of the members of the Board of Public Works on the petition for vacation of

17th Avenue

Council File No. 247649 Reason for Vacation: The vacation of 17th Avenue is required for the construction of a proposed addition to the Providence Hospital.

The petitioners are aware that access must be provided for Lot 25 and the south one-half of Lot 27, Block 4, Squire Park Addition.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water				
Supt. Bldgs.				

Mr. Andersen	Mr. Tyler	Mr. Whiting	Fire Dept	Mr. Coover
Mr. Lewarch	Mr. Mistrak	Mr. Berg	Mr. Arnberg	Park Dept.
Dist. Engineer		Mr. Matson		Plan. Commission

Please make comments and return to the City Engineer.

Additional comments if desired.

5-3-63

It is important that access be maintained for fire department apparatus and equipment on all sides of this large hospital building. Closing of 17th Avenue between N. Jefferson and E. Cherry Streets would prevent ready access to the fire department/located on the southwest corner of the nurse's quarters, and to the fire department siamese connection of the basement automatic sprinkler system.

Serious consideration must be given to matters of fire and life safety during preliminary planning.

John E. Philbin
 John E. Philbin
 Chief, 3rd Battalion
 Seattle Fire Department

RECEIVED
APR 25 1963

E-137

CITY PLANNING COMMISSION



Comments of the members of the Board of Public Works on the petition for vacation of

17th Avenue

Council File No. 247649 Reason for Vacation: The vacation of 17th Avenue is required for the construction of a proposed addition to the Providence Hospital.

The petitioners are aware that access must be provided for Lot 26 and the south one-half of Lot 27, Block 4, Squire Park Addition.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water				
Supt. Bldgs.				
Mr. Andersen	Mr. Tyler	Mr. Whiting	Fire Dept.	Mr. Coover
Mr. Lewarch	Mr. Wiatrak	Mr. Berg	Mr. Arnberg	Park Dept.
Dist. Engineer		Mr. Matson		Plan. Commission ✓

Please make comments and return to the City Engineer.

Additional comments if desired.

Recommendation: HOLD until necessary zoning variance is obtained.

While this street is presently used for traffic purposes, it is not indispensable to a proper functioning street pattern. In fact, the closing of this street would eliminate a straight and continuous street through a residential area. This particular situation involves a lot that would lose its required access to an improved and dedicated street. Therefore, we cannot recommend the granting of this petition until the petitioner makes application to the Board of Adjustment for relief through the variance procedure.

R.P.H.

RPW:ds
4/26/63

E-137

Comments of the members of the Board of Public Works on the petition for vacation of

17th Avenue

Council File No. 247649 Reason for Vacation: The vacation of 17th Avenue is required for the construction of a proposed addition to the Providence Hospital.
The petitioners also agree that access must be provided for Lot 26 and the south one-half of Lot 27, Block 4, Squire Park Addition.

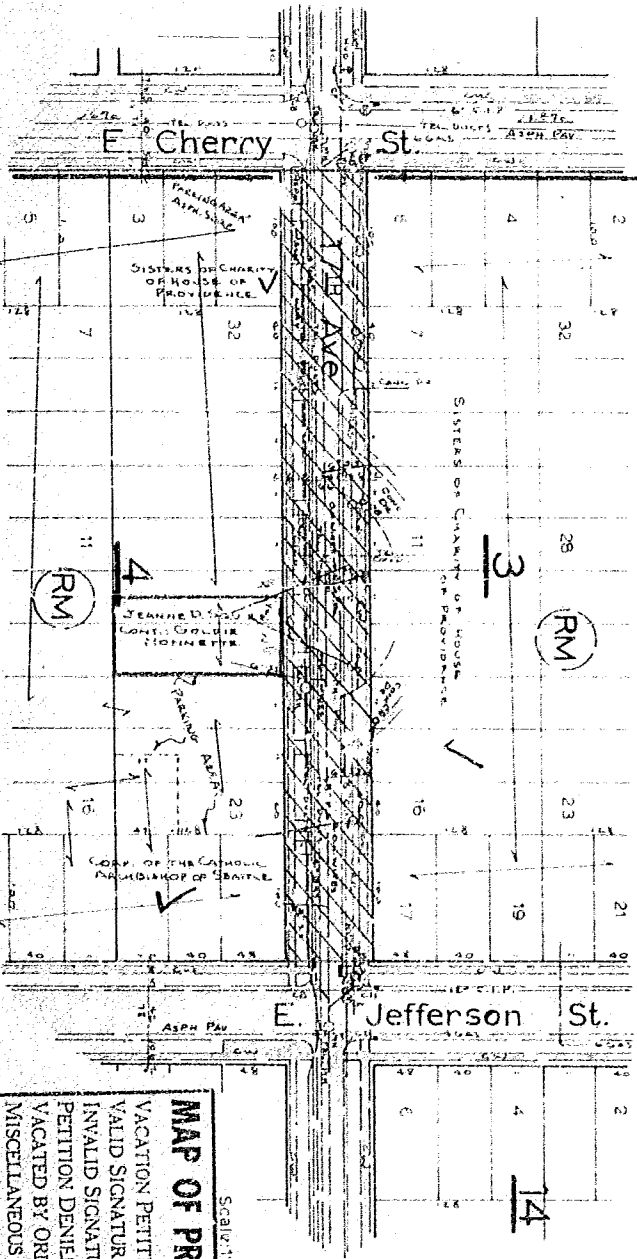
Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
✓ City Engineer	<i>M. S. ...</i>	5-22-63	See comment.	5/21/55
Supt. Water				
Supt. Bldgs.				
Mr. Andersen	Mr. Tyler	Mr. Whiting	Fire Dept.	Mr. Coover
Mr. Lewarch	Mr. Wiatrak	Mr. Berg	Mr. Arnberg	Park Dept.
Dist. Engineer		Mr. Matsen		Plan. Commission

Please make comments and return to the City Engineer.

Additional comments if desired.

The vacation of 17th Avenue would require the interception of the existing sewer at Cherry Street. A new sewer must be built on Cherry Street from 17th Avenue to the existing sewer on 15th Avenue.

The existing line on 17th Avenue between Cherry and Jefferson Streets could then become a private sewer for what purposes Providence Hospital wishes, except for the fact that, at the moment, 527 - 17th Avenue has not been acquired by the hospital. In this case, then, service must be maintained to this house.



Area to be vacated - 39,600' Est. by Plat

SQUIRE PARK
ADD. vol. 8-6

1420
1511

Scale: 1"=100'
SW 33-25-4

MAP OF PROPERTY COVERED BY

VACATION PETITION NO. 247649 ✓
 VALID SIGNATURES SHOWN ✓
 INVALID SIGNATURES SHOWN _____
 PETITION DENIED _____ ON FILE _____
 VACATED BY ORDINANCE NO. _____
 MISCELLANEOUS ORDINANCES VOL. _____
 UTILITY RIGHTS _____
 MADE BY BGA CHECKED BY ms DATE 4-18-63



CITY OF SEATTLE

GORDON S. CLINTON, Mayor

DEPARTMENT OF PUBLIC WORKS

E. G. HENRY, EXECUTIVE SECRETARY

Room 404 • Seattle Municipal Building • Telephone JU 3-2040

SEATTLE 4, WASHINGTON

March 13, 1963

Re: Council File No. 247649

Mr. R. W. Morse, City Engineer
Chairman, Street Vacation Committee
City of Seattle

Dear Sir:

The attached Council File, being petition of property owners for the vacation of a portion of 17th Avenue, was before the Board of Public Works in regular session today.

It was the recommendation of the Board that said file be referred to the Street Vacation Committee for investigation, report and recommendation.

Respectfully,

BOARD OF PUBLIC WORKS

E. G. Henry
Executive Secretary

dhl

Att.

cc: J. R. Heath
J. Robertson

THE CITY COUNCIL OF
THE CITY OF SEATTLE
1106 SEATTLE MUNICIPAL BUILDING
SEATTLE 4, WASHINGTON

March 11, 1963

Honorable Board of Public Works
City of Seattle
Seattle 4, Washington

Dear Members:

Attached is File No. 247649, petition of property owners for vacation of portion of 17th Avenue.

Please return the file, together with your report and recommendation in duplicate.

Very truly yours,

STREETS AND SEWERS COMMITTEE

M. B (Mike) Mitchell, Chairman

MMB: jf

Enclosure

SPECIAL SERVICE

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

JUL 29 1963

Your Committee on Streets and Drains Committee
to which was referred the matter of the vacation of a portion of 17th Avenue
in accordance with File No. 24752, recommends that

THE SAME BE LAID OVER TO ()

W. G. W. W. W. Chairman

..... Chairman

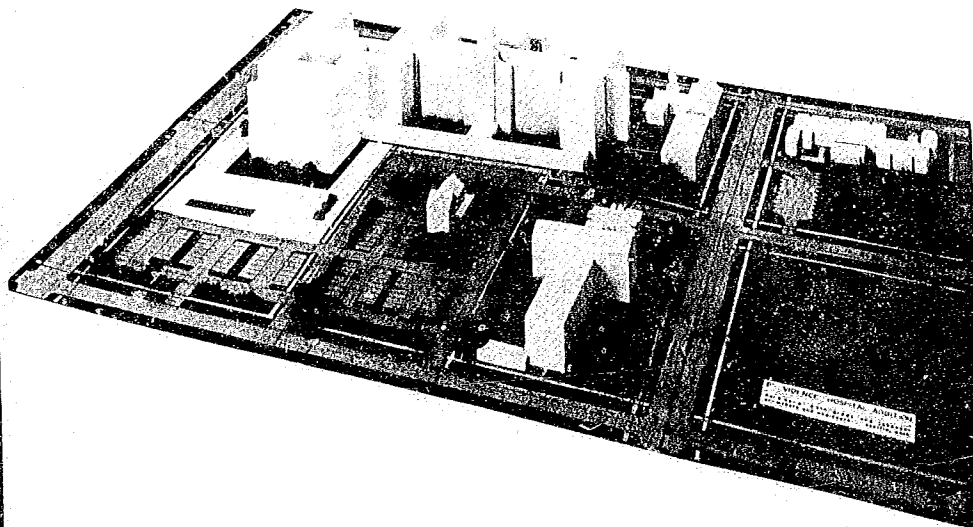
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Committee

Committee

PROVIDENCE HOSPITAL DEVELOPMENT



17th AVENUE STREET VACATION

TRAFFIC STUDY

SEPT. 1962

TECS

PROVIDENCE HOSPITAL

PHONE EAST 2-3140
17TH AND EAST JEFFERSON STREET
SEATTLE, WASHINGTON

October 11, 1962

City Council
514 County City Building
Seattle 4, Washington.

Gentlemen:

A year ago last September, Providence Hospital applied for and was granted Ordinance No. 90496, authorizing a Special Permit to construct, maintain and operate portions of a hospital facility under the north half of Seventeenth Avenue between Jefferson and Cherry Streets. At that time, we pointed out that the Hospital was applying for Hill Burton funds, and therefore needed to prove to the government that the building site was available for our use for 50 years. At that time, it was more expedient to request the processing of such a Permit than to request, through petitioning, the full vacation of this street.

Now, however, further planning, including the building of Providence Apartments for Interns and Residents, reveals:

- 1 - that the proposed six-story addition to Providence Hospital should be connected floor-by-floor to the present hospital building
- 2 - that this connection should be as short as possible, and
- 3 - that the ideal location of this addition would be in the street in question.

Therefore, we are now requesting that the Council consider our application for a permanent Street Vacation of Seventeenth Avenue between Jefferson and Cherry Streets. We are supporting this request by the enclosed

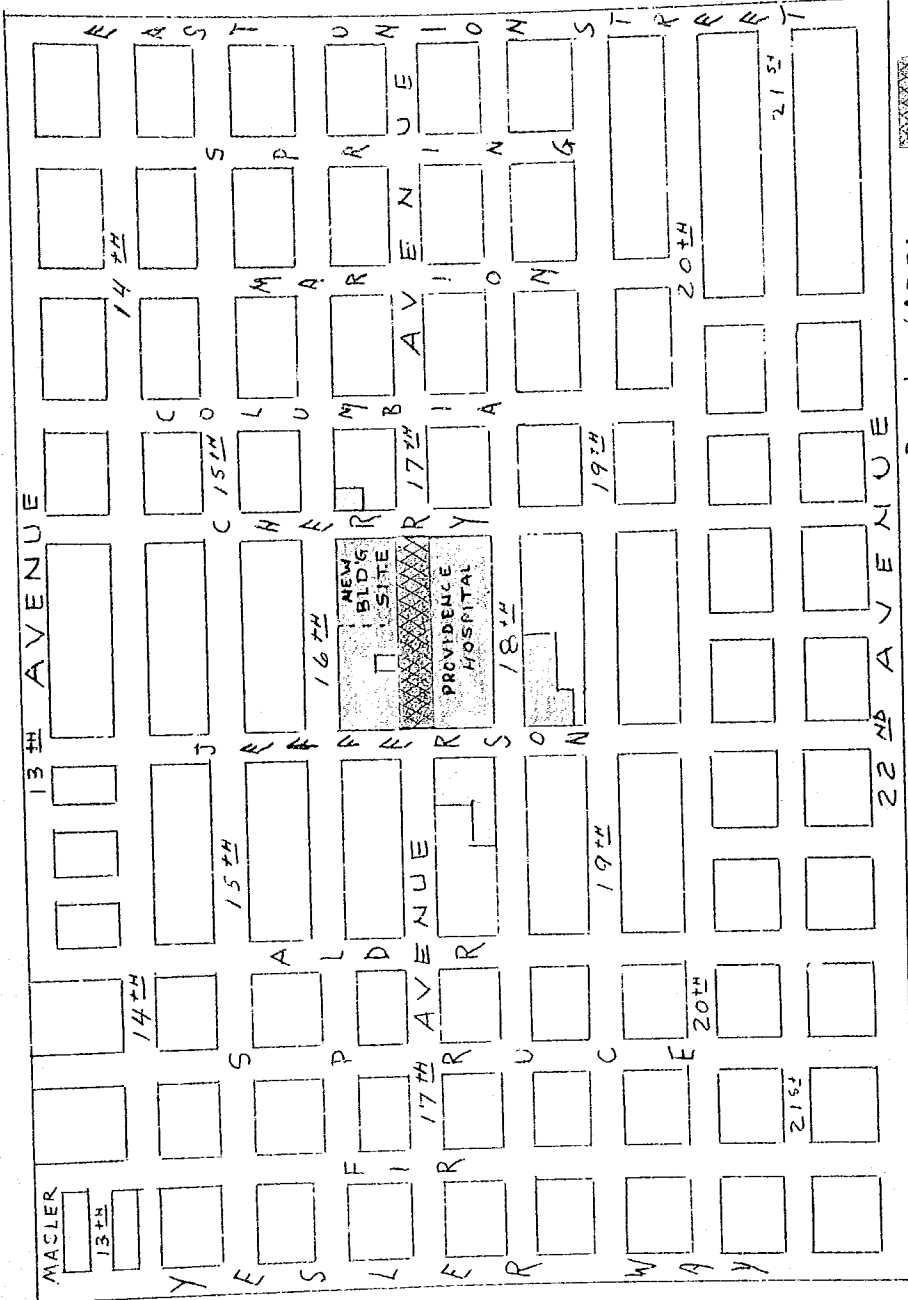
- 1 - petitions signed by residents living within an area bounded to the south by Yesler Way; to the north by East Union; to the west by Thirteenth Avenue, and to the East by Twenty-Second Avenue.
- 2 - Traffic Study Report which shows that the vacation of Seventeenth Avenue would be feasible.

As soon as the full vacation of Seventeenth Avenue between Jefferson and Cherry is complete, permit for the 50-year use could be revoked, as we mentioned in our application of September, 1961.

Your attention to this request is urgently sought. May we be allowed the opportunity of being present when this first appears before your Council, so that we can further explain what is involved? Thank you very much.

Yours sincerely,

Sister Gertrude of Providence
Sister Gertrude of Providence
Administrator



PROVIDENCE HOSPITAL STREET VACATION - PETITION AREA
 SEATTLE, WASHINGTON

 VACATION AREA
 Hospital Property

Mr. William Murray
Associate Administrator
Providence Hospital
17th Avenue and East Cherry Street
Seattle 22, Washington

Dear Mr. Murray:

Submitted herein is a traffic report on the vacating of 17th Avenue between East Cherry Street and East Jefferson Street, consistent with the programmed expansion as outlined by the architectural firm of Naramore, Bain, Brady and Jobanson.

The recommendations are contained on page 12 of the report; however it can be briefly stated that the vacating of 17th Avenue adjacent to the hospital is very feasible from the traffic engineering criterion. The remaining streets are capable of handling the diverted vehicles even under maximum assignment conditions.

If I may be of additional assistance in the accomplishment of your goal, do not hesitate to call upon my services.

Respectively yours,

Roy B. Sawhill

Roy B. Sawhill
Traffic and Parking Consultant

RBS:me



URGENT MATTER STUDY

FOR

PROVIDENCE HOSPITAL

Submitted to

Administrators of Providence Hospital

By

Professor Roy B. Sawhill

Traffic Consultant

September 1962

TABLE OF CONTENTS

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Existing Street Conditions 3
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Traffic Volume Characteristics on 16th and 18th
Avenue 4
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Other Access Considerations 8
Traffic Assignment Under Phase 1 9
Traffic Assignment Under Phase 2 11

LIST OF FIGURES

1. Existing Street Conditions.
2. Daily Traffic Volume Variation on 17th Avenue.
3. Typical Weekday Hourly Traffic Volume on 17th Avenue.
4. Typical Weekday Hourly Traffic Volume on 16th and
18th Avenue.
5. Vehicle Travel Desire on 17th Avenue.
6. Pedestrian Travel Desire on 17th Avenue.
7. Phase 1 Street Condition.
8. Phase 2 Street Condition.

INTRODUCTION

To serve the necessary needs, both immediate and future, of the Providence Hospital it is anticipated that a new nursing unit is required at the northwest corner of the existing hospital complex. This expansion is to be in the street area of 17th Avenue, south of East Cherry Street. In addition a new surgery unit and underground parking is anticipated to the west of the new nursing unit. To interconnect the new nursing unit with other sections of the main hospital a covered corridor is to be constructed which will run north and south along the east side of the present 17th Avenue. This construction will alter the present entrance to the hospital.

In addition to this building expansion it is anticipated that all, with the possible exception of one, of the existing private buildings will be purchased in the block between 16th and 17th Avenue bordered by Cherry and Jefferson St. This area will be utilized for additional off-street parking and access for the hospital.

The construction of the new nursing wing and the surgical units will necessitate the use of the existing right of way of 17th Avenue south of Cherry Street. Phase 1 of the construction program will utilize the existing 17th Avenue entrance to the hospital from Jefferson Street but will terminate at the new hospital entrance. Additional access roadways will be provided from 16th Avenue running easterly into the new hospital entrance turn a round.

Phase 2 of the construction program anticipates a building similar to the new nursing unit in configuration for additional hospital expansion and it will require the street area of 17th Avenue north of East Jefferson Street.

During this phase of the construction 17th Avenue will be completely closed to vehicular traffic and the main orientation of the entrance to the hospital will be via the two roadways from 16th Avenue.

Based upon this very general outline of the building expansion a traffic study has been conducted to analyze the existing usage of 16th, 17th and 18th Avenue to determine the number of vehicles that would be affected by the complete vacating of 17th Avenue between East Cherry Street and East Jefferson Street. In addition observations were made of the use of this street area by pedestrian traffic.

The study then analyzes the traffic circulation under the ultimate development plan.

TRAFFIC STUDY CONSIDERATIONS

Existing Street Conditions:

The Providence Hospital is presently oriented for major service via 17th Avenue with a one-way thirty-three foot wide loop type roadway to the east of 17th Avenue serving the main hospital entrance. Seventeenth Avenue is 24 feet in width from curb to curb from East Jefferson Street northerly for approximately half the block. The additional portion of the block has been widened on the east side to provide for a roadway 36 feet in width. Parking meters exist on the west side of 17th Avenue in this area and parking on the east side in the widened portion. No parking is permitted on the east side where the street is 24 feet in width. See Figure 1.

Sixteenth Avenue is 24 feet in width curb to curb with no parking restriction presently existing on either side. Sidewalks do exist on both sides of the street in this area.

Eighteenth Avenue is also 24 feet in width curb to curb with sidewalks on both sides and parking meters installed on the west side adjacent to the hospital. No parking is posted on the east side of this street.

Presently there is a school crossing across East Cherry Street at the east side of 18th Avenue. The crossing is for the parochial school, Immaculate Conception, on 18th Avenue between Columbia and East Marion Street. In addition there is a painted crosswalk across East Cherry Street at the east side of 17th Avenue. No signs exist on this painted crosswalk at the present time.

East Jefferson Street and East Cherry Street are both arterials. East Jefferson is presently a bus route and East Cherry has recently been

developed as a community boundary street which will have major significance in the long range plan for streets and land use.

Traffic Volume Characteristics on 17th Avenue

Automatic traffic volume counters were utilized in measuring the directional traffic volume and the total traffic volume on the street expected to be vacated. These volumes were measured over a five day period which included a Saturday and Sunday. This characteristic is shown in Figure 2 and indicates the predominate direction of travel to be southbound during the week days and northbound on week ends. There is also little difference in the traffic volume during the week days. Likewise this figure shows that Saturday represents the maximum day from the standpoint of the traffic carrying ability of this street, and can be considered to be generated by the hospital. A more detailed analysis of the traffic volume flow through-out the various hours of an average week day is presented in Figure 3 and indicates the various peak periods of traffic volume flow on 17th Avenue. From the very erratic traffic flow pattern it is not possible to determine whether this street is utilized by local residents who are commuting to and from work, since there is not the characteristic peak volume from 7 to 8 am and 4 to 5 pm as exists on other streets which serve commuter traffic. Therefore, it was necessary to make manual observation of the use of the street and this is reported in the section of the report under travel desires.

Traffic Volume Characteristics on 16th and 18th Avenue

Automatic traffic volume counters on a typical week day for these two streets indicate that there is relatively low usage of 16th Avenue with only 480 vehicles having been recorded during the total 24 hour period.

At the present time this street serves the residents on both sides of the street and reflects normal pattern consistent with this type of land use. On the other hand, 18th Avenue shows a combination of local service use by abutting property such as the Providence Hospital and commuter type of traffic by indicating not only the 7 to 8 am peak and the 4 to 5 pm peak, but also intermediate peaks which no doubt are generated by the existence of the Providence Hospital and the parking lots on the east side of 18th Avenue. The total 24 hour traffic volume on 18th Avenue is 1230 vehicles which is not considered to be excessive considering the installation of parking meters which creates turn over and more traffic than normally would exist on a street of this nature.

Vehicle Travel Desires:

In order to obtain a more detailed knowledge of the usage of 17th Avenue between East Jefferson Street and East Cherry Street, manual observations were made to trace the travel patterns of vehicles. The observations were made on a week day from 7:30 to 8:00 pm. The manual observation recorded vehicles entering 17th Avenue that had a destination for the parking lot on the west side, or the entrance of the hospital on the east side. In addition the observations were made of the vehicles that were exiting from the parking lot and from the hospital entrance. Of major importance was the observation of vehicles that approached the area on 17th Avenue traversed the block between East Jefferson and East Cherry and then proceeded through on 17th Avenue. It is highly probable that such vehicles would be affected by any street closure of 17th Avenue whereas the other traffic volume is generated by the Providence Hospital and is considered in the redevelopment plan for the hospital expansion.

Upon reviewing Figure 5 it can be seen that more vehicles enter 17th Avenue from East Cherry Street then from East Jefferson Street which is logical to suspect since Cherry Street is of more significance as an arterial and also considering that the parking lots for the Providence Hospital are located on 17th adjacent to Cherry Street. However, the major direction of travel for access to 17th is from the west by East Jefferson Street which represents 264 vehicles as compared to 212 right-turning from Cherry Street into 17th Avenue. The association of the hospital to the downtown area is apparent from this travel trend. It is surprising to find that as many as 218 vehicles approach this area from the north on 17th Avenue. It is obvious that most of these vehicles have their destination as the hospital and therefore no logical explanation can be given as to why this many vehicles are approaching the area via a residential street. It is highly probable that the vacating of 17th Avenue will discourage this type of operation and encourage more utilization of arterials in approaching the hospital.

Of major interest in making this manual observation was the determination of the number of vehicles that approached the survey area on 17th Avenue traversed the area and proceeded on 17th Avenue. The flow chart of travel desire indicates that only 46 such vehicles were observed during the twelve and one-half hour period going southbound and only 34 such vehicles were northbound. It was noted during the survey that the same vehicle was observed going northbound as well as southbound, therefore this total number of 80 trips would represent probably only 50 or 60 vehicles. During the period of the manual observation the percentage of thru traffic would be between five and eight per cent of total traffic which is considered an insignificant amount. The balance of the traffic on 17th Avenue, 92 to 95 per cent of the traffic can be considered to be traffic that is generated

by the Providence Hospital and also some existing buildings on 17th Avenue. The traffic desire pattern represents how this traffic circulates within this block and is of importance to the hospital staff in properly designing the access facilities from 16th Avenue to the new hospital entrance.

Pedestrian Travel Desires:

At the same time that the vehicle observations made a pedestrian circulation pattern was observed. This is also shown in Figure 6 and indicates that a total of 199 pedestrians were observed entering the study area during the twelve and one-half hour period. Seventy-four of these approached from East Cherry Street and 125 from East Jefferson Street. It should be noted that the direction of approach on East Jefferson Street is primarily from the west and the east and this represents predominantly pedestrians that are destined for the hospital and have arrived via the bus. Bus stops are located on the far sides of the intersection of East Jefferson Street and 17th Avenue. Of the 74 that approached from East Cherry only seven desired to pass through the area. Fourteen persons were observed destined for the bus stop at East Jefferson Street. Nearly all of these persons had an origin at the hospital. Of the pedestrians entering from East Jefferson Street only fourteen desired to pass completely through the area and proceed on north. Of primary significance is the fact that most of the pedestrians desiring to pass completely through this area were school children and were observed during the hours prior to the beginning of school. Considering that a school crossing is provided across East Cherry Street at 18th Avenue for the Immaculate Conception School it is highly desirable that this pedestrian movement on 17th Avenue be discouraged and the students encouraged to use the proper school crossing. Approximately 15 students were observed traversing the survey area. Removing the number of students

results in only three per cent of the pedestrians that pass through the area and could possibly be affected by a complete street vacation. All the other pedestrians have their destination within the study area and would not be affected by the street closure.

Other Access Considerations:

The Minor Grade School on East Union Street between 17th Avenue and 18th Avenue serves the residential area north of East Cherry Street and therefore the closing of 17th Avenue should have no effect on the school children attending this grade school. The City Planning Division has indicated that East Cherry Street is to be both a community and neighborhood boundary in the ultimate land plan and therefore it would be undesirable for school children or pedestrians to cross this boundary street.

The Immaculate Conception Parochial School on 18th Avenue between East Columbia and East Marion Street draws a larger area than the public school, however, its location on 18th Avenue and the crosswalk across East Cherry Street at 18th Avenue would indicate that there is no serious objection to the closure of 17th Avenue.

The present construction of the George Washington Jr. High School on Jackson Street between 21st Avenue South and 22nd Avenue South will no doubt serve the area north of East Cherry Street. However, since the Providence Hospital is considerably removed from the Jr. High School, no appreciable change in the travel distance for students or any effect on safety to the school children will be interfered with.

Garfield High School on 23rd Avenue south of East Jefferson Street serves the total community area and likewise it is removed far enough from the Providence Hospital so that any street vacation such as 17th Avenue would have no or little effect on student travel pattern or safety.

At the present time a fire station exists on 18th Avenue south of East Columbia Street and presently the route of the emergency fire vehicles is on 18th Avenue. It is very doubtful that the closure of 17th Avenue in the area being considered would interfere whatsoever with the emergency operation.

Traffic Assignment Under Phase 1:

Figure illustrates the anticipated expansion which will require the closure of 17th Avenue at East Cherry Street. The reassignment of the traffic volume based upon the Phase 1 of the hospital expansion is shown in the same figure.

A brief outline of the analysis that was utilized in developing this assignment of traffic volume is as follows:

1. Vehicles utilizing 16th Avenue were determined as follows:
 - a. It is estimated that with the removal of residences on the east side of 16th Avenue for the hospital expansion, the total number of trips generated by 16th Avenue will be reduced from 480 to 300.
 - b. It is estimated that 50 per cent of the trips left turning from East Jefferson Street into 17th Avenue would be reassigned to 16th Avenue resulting in 178 vehicles in a 24 hour period.
 - c. One hundred per cent of the vehicles presently right turning from Cherry Street into 17th Avenue were assumed to utilize 16th Avenue which represents 286 vehicles in 24 hours.
 - d. Seventy-five per cent of the vehicles from the north on 17th Avenue were assigned to 16th Avenue based upon the additional parking space to be provided in this area and the orientation of the main entrance to the hospital. This resulted in 210 vehicles.

vehicles would be left turning from East Cherry Street onto 17th Avenue and East Jefferson Street but returning via 18th Avenue and East Cherry Street. 210 vehicles.

2. The total volume of vehicles is 300 vehicles.

3. The volume of vehicles as shown in the same direction as approaching from the north is shown in Phase 1. 18th Avenue south of East Cherry Street. 1332 + 83 + 62 + 90 + 210 = 1877 + 210 = 2087 vehicles.

4. Traffic volume on 18th Avenue under Phase 1 is similarly predicted to be as follows.

- a. The existing volume of 200 vehicles will remain as is.
- b. One hundred per cent of the vehicles left turning from East Cherry Street onto 17th Avenue would be diverted to 18th Avenue representing 150 vehicles for the twelve and one-half hour period or 210 vehicles in a 24 hour period.
- c. Twenty-five per cent of the vehicles approaching on 17th at East Cherry Street will be diverted to 18th Avenue which would represent 66 trips during the twelve and one-half hour period or 90 trips during the 24 hour period.
- d. It is not expected that there will be any appreciable normal increase in traffic volume on this street since the major orientation of the parking spaces will be associated adjacent to 16th Avenue.

The total vehicles assigned to 18th Avenue during Phase 1 is 1530 vehicles.

3. The traffic assignment to the section of 17th Avenue that will remain for service to the hospital from Jefferson Street would have a predicted traffic volume: $[1332 + 83 + 62] + 1.35 + 210 + 90 = 680$ vehicles.

Traffic Assignment Under Phase 2

This phase considers the complete vacation of 17th Avenue. See Figure 8. The reassigned volume would result in approximately 1900 vehicles on 16th Avenue and a reduction on 18th Avenue to about 1300 vehicles.

SUMMARY AND RECOMMENDATIONS

1. From the analysis of the traffic volumes involved in 16th, 17th and 18th Avenue, 17th Avenue could be closed entirely to vehicular traffic in either Phase 1 or Phase 2 without interfering with the access to abutting property. However, parking should be restricted on the east side of 16th Avenue under both Phases of operation. Relief to 16th Avenue could be provided, if necessary, by constructing driveways on Cherry
2. The magnitude of the pedestrian traffic utilizing 17th Avenue that do not have an origin or destination at the Hospital is of such a minor magnitude that the vacation of 17th Avenue should have very little effect on pedestrian access.
3. The vacating of 17th Avenue will have little effect upon access to abutting property, to schools or to emergency vehicles.
4. In the redesign of the access to the hospital entrance it is recommended that the roadways from 16th Avenue be at least 22 feet in width and designated as one-way roadways. The southerly roadway should be one way east bound into the hospital and the northerly roadway should be one way out of the hospital.
5. The roadway court in front of the hospital entrance should be designed so as to allow for passenger loading parallel to the curb adjacent to the hospital entrance and short time angle parking on the west side of the loop.
6. Closure of 17th Avenue will minimize the accident hazard at the intersection with East Cherry Street caused by limited sight distance.

7. No crosswalk should be marked across East Cherry Street at 17th Avenue in the future development plan unless access to pedestrians is maintained on 17th Avenue. If such is the case the crosswalk should be moved to the west side of 17th for better sight distance and directness to the hospital entrance.

FIGURES

EAST CHERRY STREET

36

Staff Parking

Parking Meters

17th Ave.

No Parking

24

EAST JEFFERSON STREET

Improved Hospital Parking Lot

Unimproved Hospital Parking Lot

LEGEND

-  HOSPITAL BUILDINGS
-  PRIVATE BUILDINGS

16th Ave.

FIGURE I. EXISTING STREET CONDITIONS



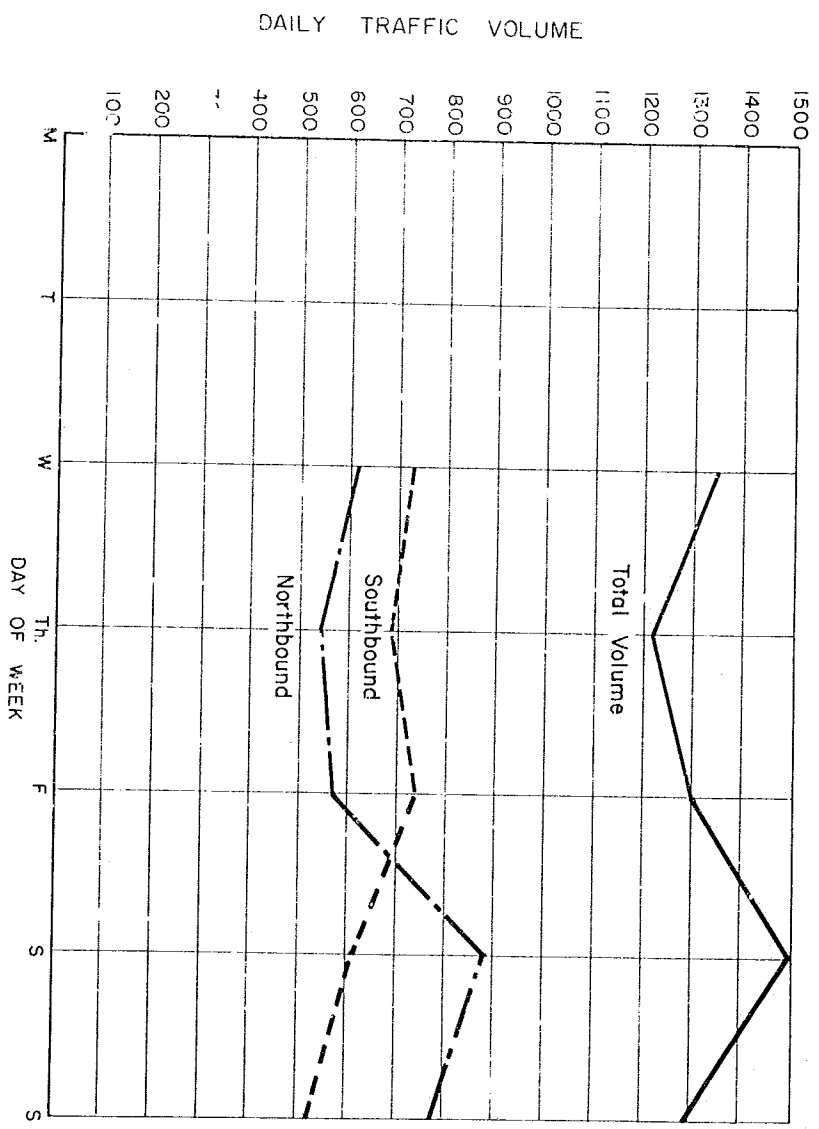


FIGURE 2. DAILY TRAFFIC VOLUME VARIATION ON 17th. AVE.

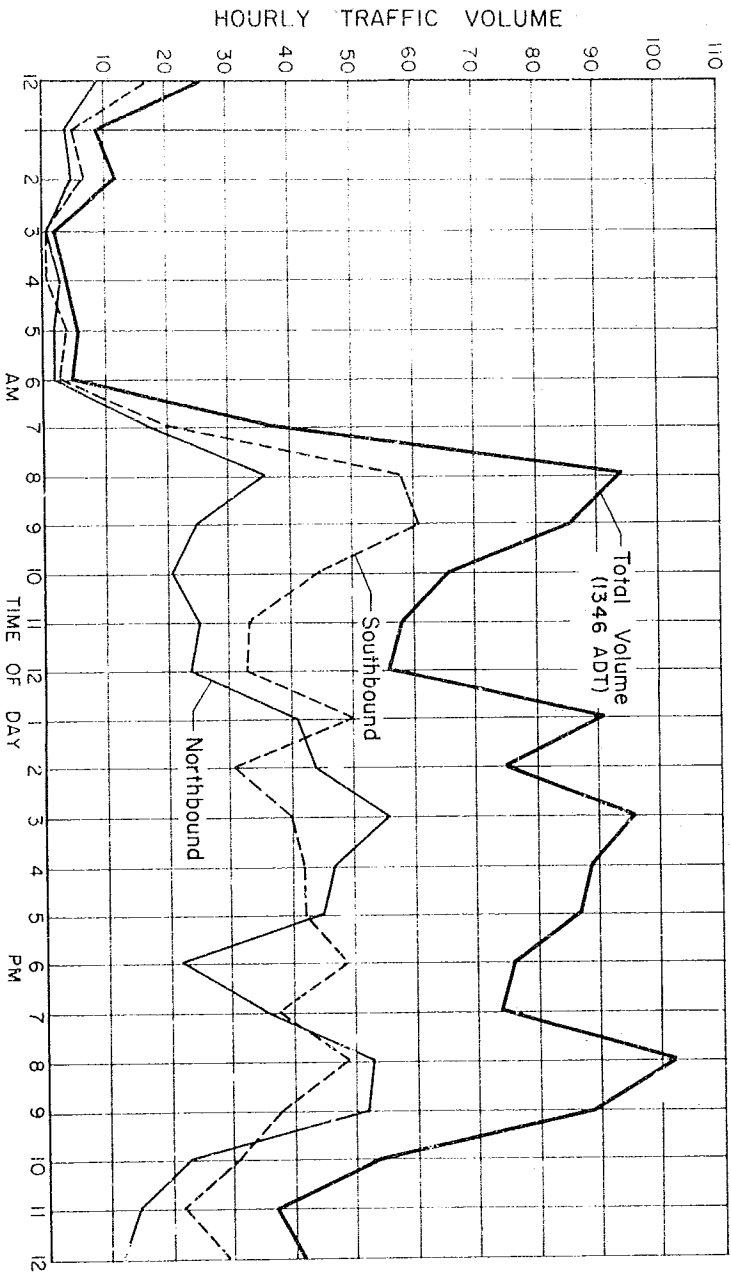
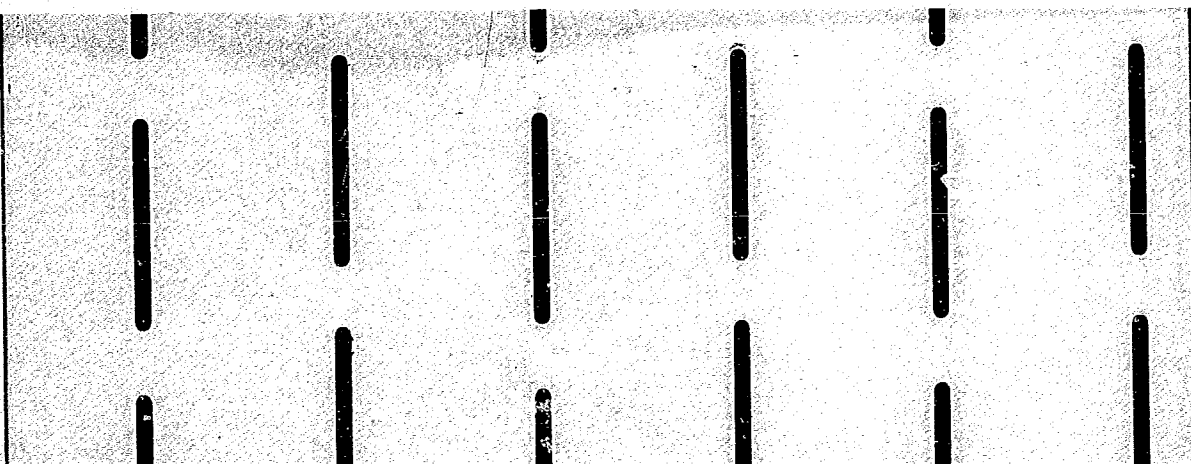


FIGURE 3. TYPICAL WEEKDAY HOURLY TRAFFIC VOLUME ON 17th. AVE.



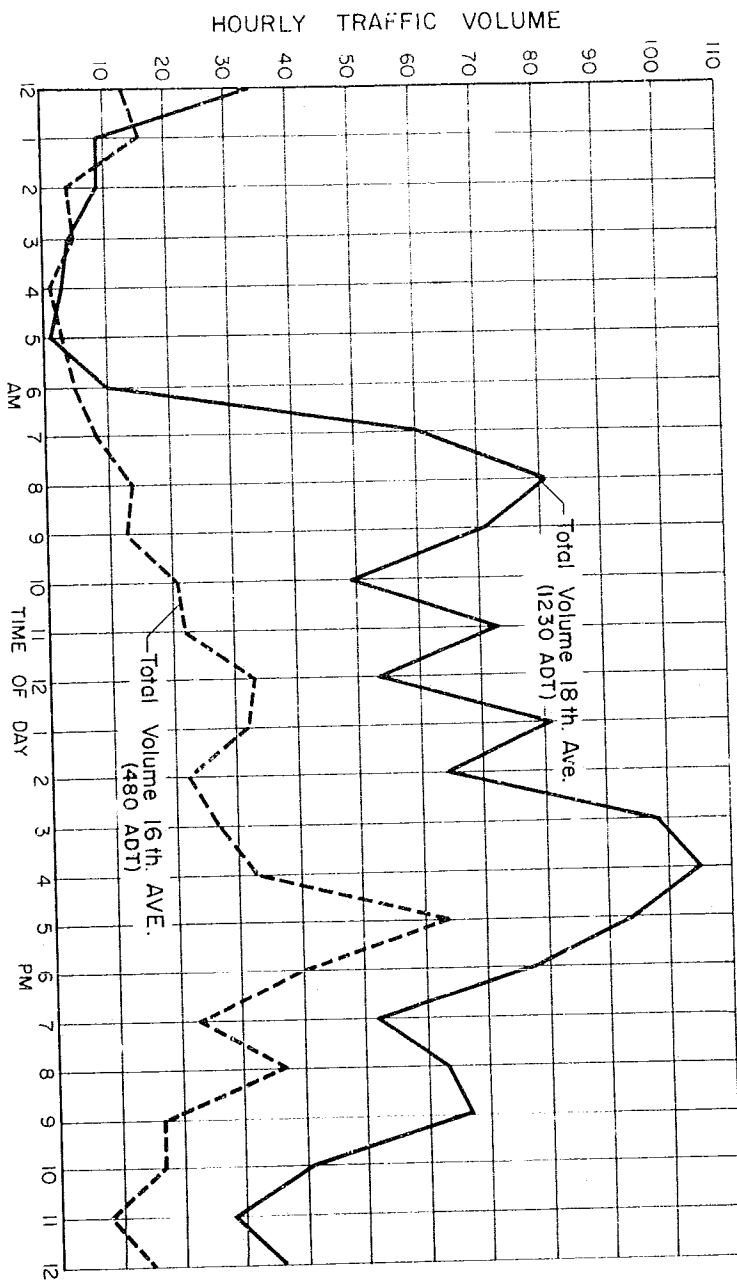


FIGURE 4. TYPICAL WEEKDAY HOURLY TRAFFIC VOLUME ON 16th. & 18th. Ave.

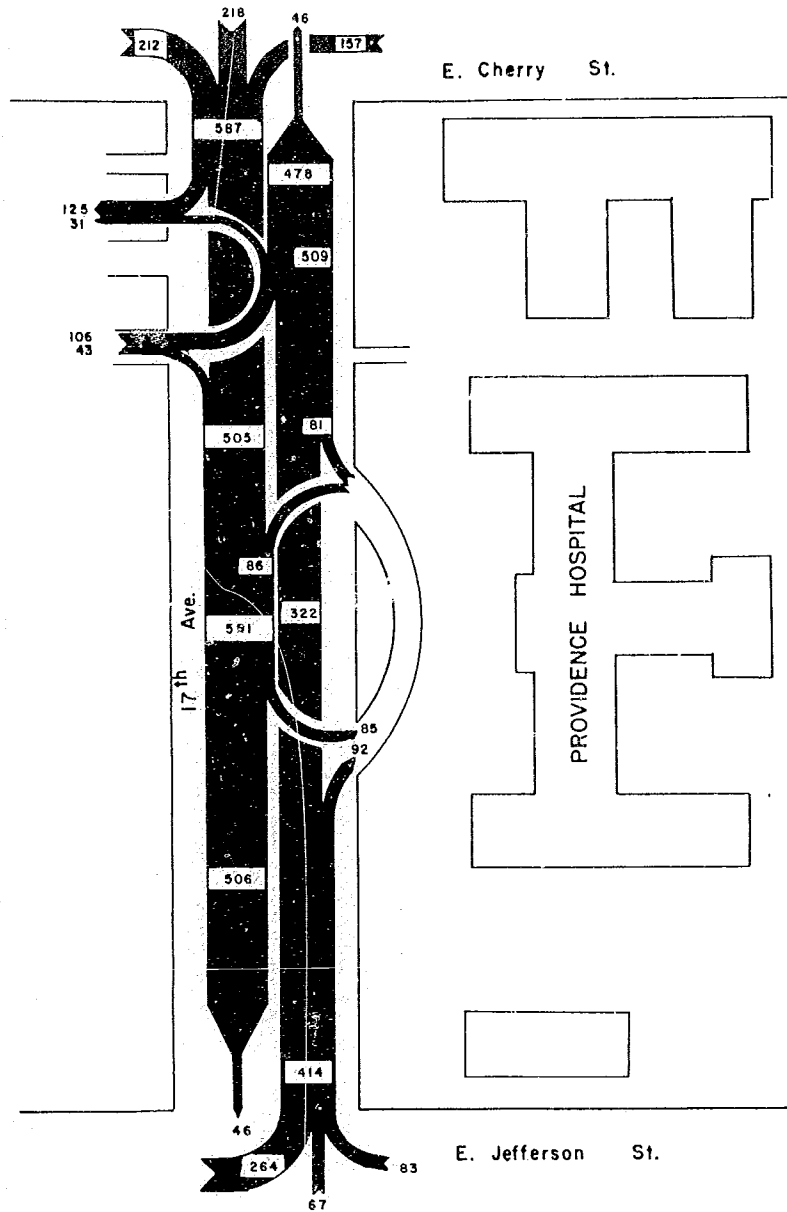


FIGURE 5. VEHICLE TRAVEL DESIRE ON 17th AVE.

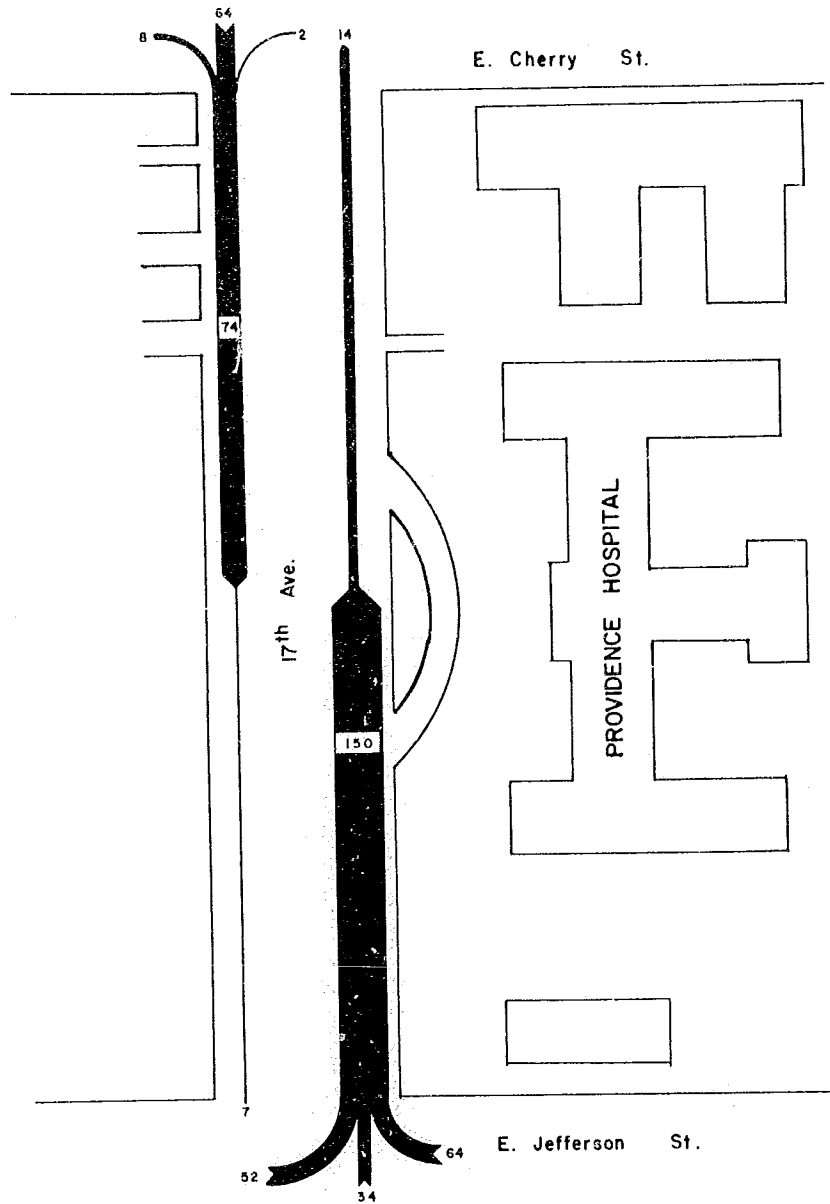


FIGURE 6. PEDESTRIAN TRAVEL DESIRE ON 17th AVE.

FIGURE 7. PHASE I STREET CONDITIONS

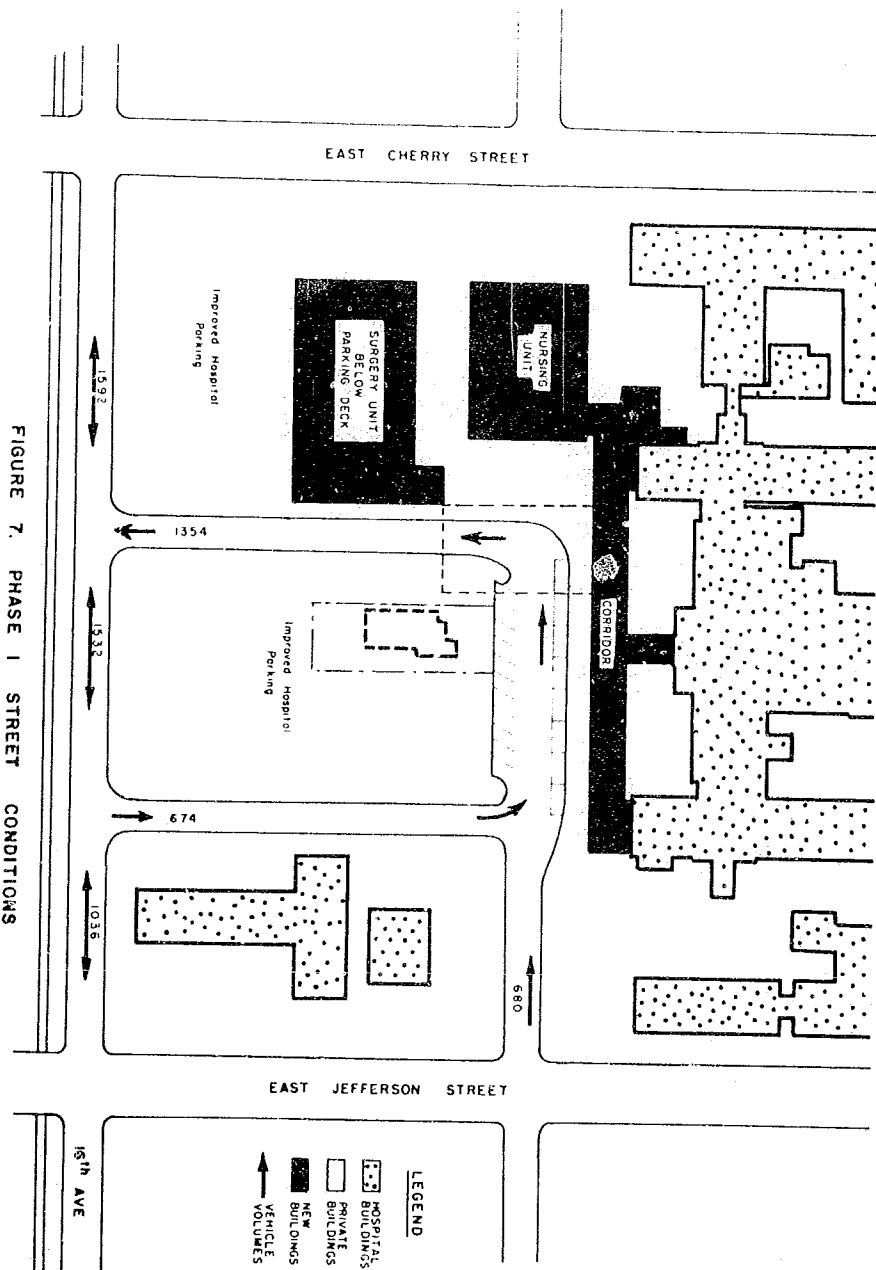
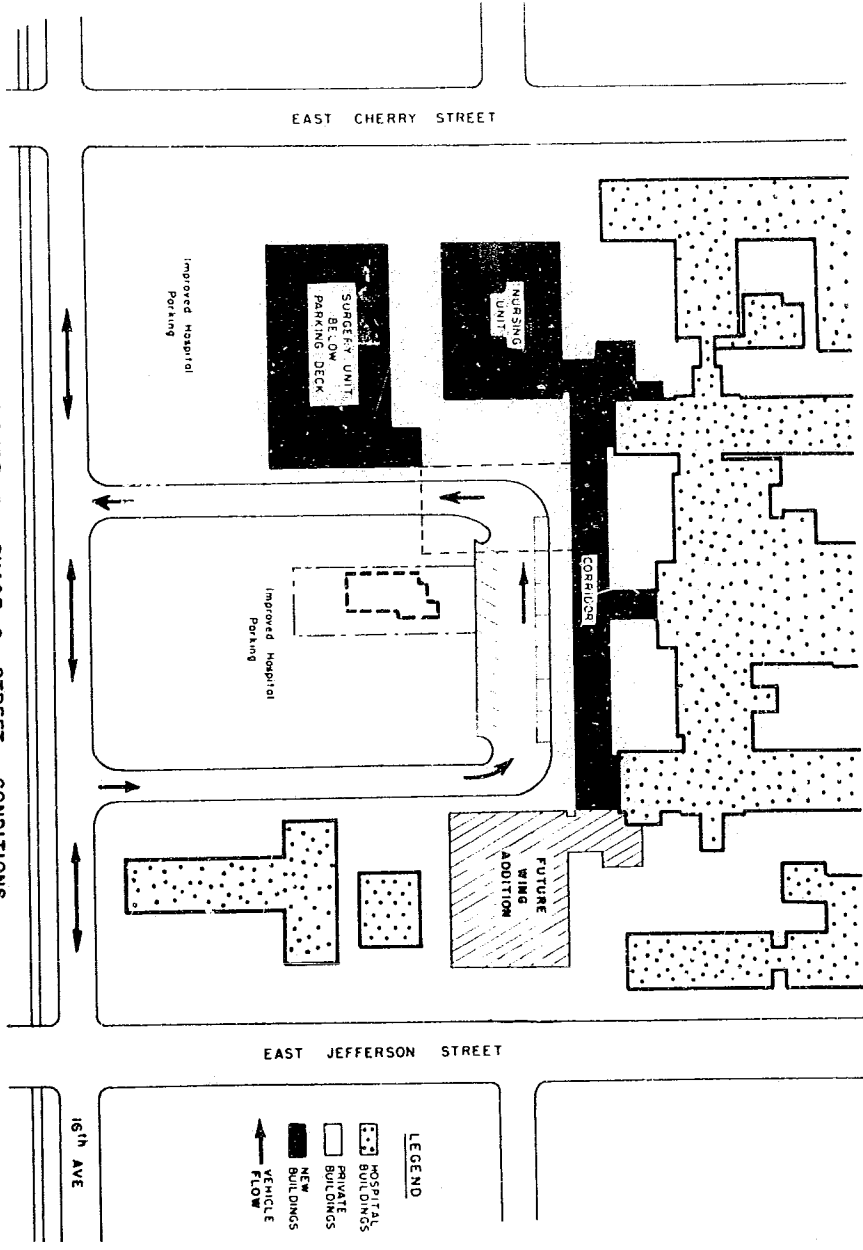


FIGURE 8 PHASE 2 STREET CONDITIONS



EAST CHERRY STREET

EAST JEFFERSON STREET

16th AVE

LEGEND

- HOSPITAL BUILDINGS
- PRIVATE BUILDINGS
- NEW BUILDINGS
- VEHICLE FLOW

July 26, 1963

Mr. A. C. Van Soelen
Corporation Counsel
Seattle, Washington

Dear Sir:

A number of legal questions were raised at the Streets and Sowers Committee hearing July 23, 1963, on the vacation of 17th Avenue, File No. 247649, by the City Engineer, the Board of Public Works and the attorney for the lone abutter who had not signed the petition for the vacation and objected thereto. The City Engineer read your opinion dated January 17, 1961, re the Golden Avenue vacation which appeared to be directly in point.

The petitioner, the Providence Hospital, stated that it would provide suitable alternate access to the objector's property from 16th Avenue. The hospital proposed to regrade the north half of the block, but would not regrade the west half of the street in front of the objector's property until it had obtained title to the property or consent therefor. The City Engineer, relying on your opinion and certain other court decisions pertaining to street vacations, advised the Committee:

1. That while the City had legal jurisdiction to vacate the street, it could not do so without requiring the objector to be justly compensated as provided by law and in the absence of such compensation, the objector would have the continued right to use the street for its full length and width in this block, also that the street could not be regraded without his consent. The sufficiency of the alternate access proposed was not a condition which the City could resolve or determine, but only the objector.

2. Proposal was then suggested by the hospital that the City Council vacate only the portion north of the objector's property under the provision contained in the petition permitting such a deletion. The objector would not then, presumably, be an abutter and might not have a legal right to object. The City Engineer, however, relying on the Washington Mutual case contended that the objector would still have a right to compensation as his access would be affected.

The Committee postponed further consideration of this vacation until August 6, 1963, and suggested that the parties resolve their differences by either outright purchase or an agreement that would satisfy

Mr. A. C. Van Soelen

2.

July 26, 1963

the objector's requirements.

In the meantime, you are requested either to furnish the Committee with your opinion on the points raised herein or appear at the August 6 meeting to answer these or any other legal questions that may be raised.

For your information, the fee owner of the objector's property is Jeanne D. Squire. She did not appear or file written objection. The contract purchaser who did object is Goldie Nonnette, who operates a large nursing home on the property. She was represented by attorney, Jeffrey Heiman.

A sketch of the proposed vacation is attached.

Yours very truly,

STREETS AND SEWERS COMMITTEE

M. B (Mike) Mitchell, Chairman

MMH:jf

Att.

PROVIDENCE HOSPITAL

PHONE EAST 2-3140

17TH AND EAST JEFFERSON STREET

SEATTLE, WASHINGTON

August 6, 1963

Seattle City Council
Municipal Bldg.,
Seattle,
Washington

Gentlemen:

Reference is made to the pending petition of Providence Hospital, through the hospital corporation, for the vacation of 17th Ave., in front of the hospital, between Jefferson and Cherry Streets, Seattle.

This is to advise that, in the event the council sees fit to vacate said block, or any portion thereof, the hospital corporation will indemnify and hold harmless the City of Seattle for any defense costs incurred by it or damages awarded against it, arising out of the granting of said vacation.

Yours very truly,

PROVIDENCE HOSPITAL

By *Lucy Estlund Pruden*
Administrator

SG/os

August 13, 1963

Re: File No. 247649
Vacation of portion
of 17th Avenue

Sister Gertrude of Providence
17th Avenue & E. Jefferson St.
Seattle 22, Washington

Dear Sister Gertrude:

The Streets and Sewers Committee had before it at its meeting August 6, 1963, File No. 247649, being petition of Property Owners, for the vacation of portion of 17th Avenue.

The Council agreed to grant this vacation for only that portion between East Cherry Street and the north line of the south half of Lot 27, Block 4, Squire Park Addition, produced east, or in other words, the north 320 feet of the initial vacation. This vacation was granted with the understanding that the hospital would file with the City a unilateral agreement which would essentially include the following stipulations:

1. The hospital would convey property of a sufficient width, as specified by the City Engineer, for public street purposes extending from 16th Avenue to 17th Avenue, adjacent to Mrs. Nonnette's property and would grade, pave and construct concrete walks therein at the hospital's expense.
2. It would convey a right of way for a pedestrian walkway from East Cherry Street to the thoroughfare above described and construct such a walk, with proper lighting and directional signs, at hospital expense.
3. That the hospital would relocate, at hospital expense, all utilities required to be moved as a result of the vacation or the improvements made on the vacated area.
4. That the hospital would save the City harmless from all claims and damages that might result from this vacation and any improvements made in 17th Avenue, either in the vacated portion or the remaining portion and from any claim from the loss of access from the Nonnette property as a result of the vacation, and would appear and defend the City against all such claims and actions.

Sister Gertrude of Providence
August 13, 1963

Page 2

While the Council's policy for all street and alley vacations is to charge for the vacation 50% of the appraised value of the property, in this instance it will not make any charge other than the \$100 paid at the time the petition was filed. This action was taken primarily because the area to be conveyed to the City for street purposes is approximately the same as the area vacated.

The Engineering Department will prepare a draft of the unilateral agreement and will submit it to you shortly for approval. We have been in contact with your architect, Mr. Dickens, and explained to him and your Mr. Murray the legal problems connected with this vacation relative to the proposed regrade and rededication of the street. The ordinance authorizing this vacation will not be introduced in the City Council until the unilateral agreement has been executed by the hospital and accepted by the City.

Yours very truly,

ROY W. MORSE
City Engineer

By
F. N. ROYAL
Office Engineer

FNR:af



CITY OF SEATTLE

DEPARTMENT OF ENGINEERING

ROY W. MORSE, CITY ENGINEER

MEMBER, BOARD OF PUBLIC WORKS

Gordon S. Clinton, Mayor

Re: Vacation of 17th Avenue from
E. Jefferson to E. Cherry Sts.
File No. 247649

June 5, 1963

Honorable Board of Public Works
Seattle, Washington

Gentlemen:

The Engineering Department is in receipt of your letter of May 29 relative to the proposed vacation of 17th Avenue from East Jefferson Street to East Cherry Street as requested by the Providence Hospital, File No. 247649.

You state that the Board "felt that the taking of the right of access to street area from the petitioner from 517 to 522 - 17th Avenue was not valid on the premise that the property owner actually owns the street, which he does not until such time as he gives consent to its vacation and therefore, he is entitled to ingress and egress to the street area."

The 1901 Statute relating to street vacations vests jurisdiction in the City Council to vacate such a street upon receipt of a petition signed by more than 66 2/3% of the owners of property abutting upon said street, with a stipulation, however, that no "vested" rights shall be affected. The street area, when vacated, shall accrue to the abutting owners, one-half to each side. On the basis of a ruling that the courts have handed down, contrary to your assumption, the abutting owner does have the fee title to the center of the street, the City merely having an easement for street purposes over the fee. The vacation action lifts the easement, leaving the abutting owner vested with a free and clear title.

The Supreme Court has further held, in Taft vs Washington Mutual Savings Bank, 127 Wash 503, "that only those directly abutting on the portion vacated or whose rights of access are substantially affected, can complain since they have no vested rights except for access"

C
O
P
Y

June 5, 1963

In Fry vs O'Leary, 141 Wash 465, the court held that an abutting property owner upon a street or alley has a vested interest in the right to use the whole of the street for ingress, egress, light and air, and the right to compensation for his damage by a vacation of a portion of the same, regardless of which side of the street is vacated. In other words, according to our Corporation Counsel, the owners of the property who have not signed such a petition have a vested right to use the entire width of the street and for damages in the event the street or any portion thereof is vacated without their consent.

In Young vs Nichols, 152 Wash 306, the court held that "the City has no power against the will of abutting property owners adversely affected, to vacate a street or alley for other than a public use, unless the damages suffered are compensated."

The only property abutting this street which has not signed the vacation petition is the owner of Lot 26 and the south half of Lot 27, Block 4, Squire Park Addition. The owner of this property is Jeanne D. Squire, with a contract to Goldie Nonnette. The Providence Hospital owns all of the rest of the property and this may include some of the houses with which you are concerned. The Hospital has endeavored repeatedly to purchase this lot without success. A consideration has been offered far in excess of the value of the property. The reason given for not selling the property or in approving the vacation is that the owner has no desire to move, enjoys the activity connected with the Hospital and wishes to continue to reside there. The Hospital is fully aware of its obligation to compensate the owner of this lot for damages and is also aware that unless damages are paid for loss of access which, in this case, would probably represent the entire value of the property, this owner would still have the right, according to the Corporation Counsel's opinion, to use the street as if it were not vacated. However, this appears to the writer to be a matter for the City Council to consider at the public hearing when all parties are present.

I would, therefore, recommend that unless the Board has other objections to the vacation, it indicate its approval but direct the City Council's attention to this particular situation so that in the event the vacation is granted the City can obtain a "save harmless" agreement from the Hospital.

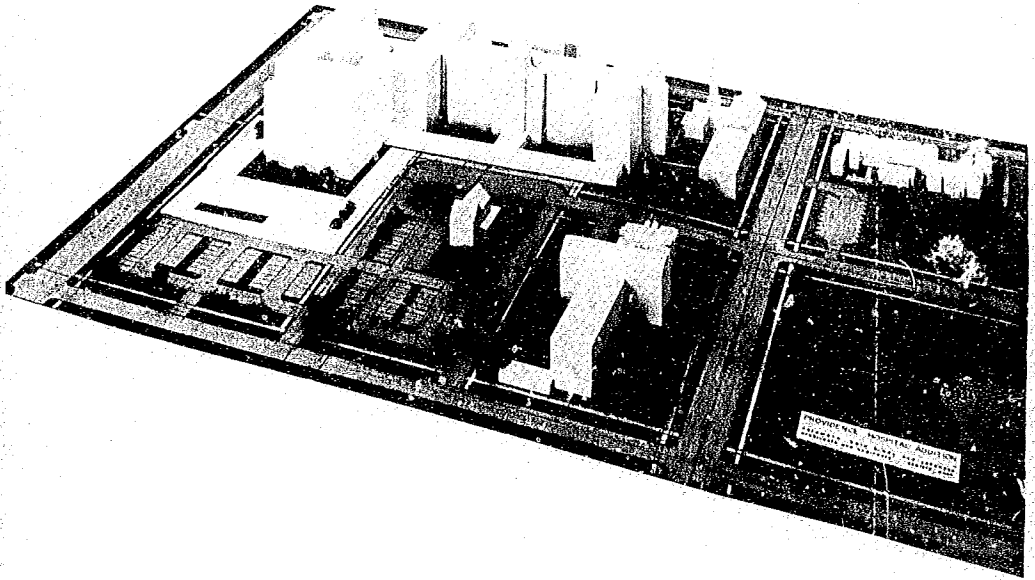
Very truly yours,

ROY W. MORSE, City Engineer

By

F. N. ROYAL, Office Engineer

PROVIDENCE HOSPITAL DEVELOPMENT



17th AVENUE STREET VACATION

TRAFFIC STUDY

SEPT. 1962

TECS

PROVIDENCE HOSPITAL

PHONE EAST 2-3140

17TH AND EAST JEFFERSON STREET
SEATTLE, WASHINGTON

October 11, 1962

City Council
514 County City Building
Seattle 4, Washington.

Gentlemen:

A year ago last September, Providence Hospital applied for and was granted Ordinance No. 90496, authorizing a Special Permit to construct, maintain and operate portions of a hospital facility under the north half of Seventeenth Avenue between Jefferson and Cherry Streets. At that time, we pointed out that the Hospital was applying for Hill Burton funds, and therefore needed to prove to the government that the building site was available for our use for 50 years. At that time, it was more expedient to request the processing of such a Permit than to request, through petitioning, the full vacation of this street.

Now, however, further planning, including the building of Providence Apartments for Interns and Residents, reveals:

- 1 - that the proposed six-story addition to Providence Hospital should be connected floor-by-floor to the present hospital building
- 2 - that this connection should be as short as possible, and
- 3 - that the ideal location of this addition would be in the street in question.

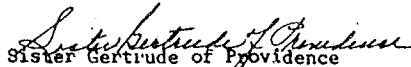
Therefore, we are now requesting that the Council consider our application for a permanent Street Vacation of Seventeenth Avenue between Jefferson and Cherry Streets. We are supporting this request by the enclosed

- 1 - petitions signed by residents living within an area bounded to the south by Yesler Way; to the north by East Union; to the west by Thirteenth Avenue, and to the East by Twenty-Second Avenue.
- 2 - Traffic Study Report which shows that the vacation of Seventeenth Avenue would be feasible.

As soon as the full vacation of Seventeenth Avenue between Jefferson and Cherry is complete, permit for the 50-year use could be revoked, as we mentioned in our application of September, 1961.

Your attention to this request is urgently sought. May we be allowed the opportunity of being present when this first appears before your Council, so that we can further explain what is involved? Thank you very much.

Yours sincerely,


Sister Gertrude of Providence
Administrator



WALKER
1324

1424

1524

1624

1824

1924

1924

2024

2124

22nd AVENUE

PROVIDENCE HOSPITAL
SEATTLE, WASHINGTON

STREET VACATION - PETITION AREA

SEATTLE
MAY 19 1964
MAY 19 1964

Mr. William Murray
Associate Administrator
Providence Hospital
17th Avenue and East Cherry Street
Seattle 22, Washington

Dear Mr. Murray:

Submitted herein is a traffic report on the vacating of 17th Avenue between East Cherry Street and East Jefferson Street, consistent with the programmed expansion as outlined by the architectural firm of Naramore, Bain, Brady and Johanson.

The recommendations are contained on page 12 of the report; however it can be briefly stated that the vacating of 17th Avenue adjacent to the hospital is very feasible from the traffic engineering criterion. The remaining streets are capable of handling the diverted vehicles even under maximum assignment conditions.

If I may be of additional assistance in the accomplishment of your goal, do not hesitate to call upon my services.

Respectively yours,

Roy B Sawhill

Roy B. Sawhill
Traffic and Parking Consultant

RBS:me

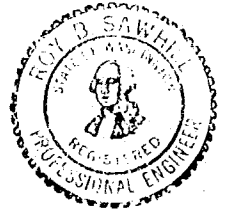


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3. Typical Weekday Hourly Traffic Volume on 17th Avenue.
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7. Phase 1 Street Condition.
8. Phase 2 Street Condition.

INTRODUCTION

To serve the necessary needs, both immediate and future, of the Providence Hospital it is anticipated that a new nursing unit is required at the northwest corner of the existing hospital complex. This expansion is to be in the street area of 17th Avenue, south of East Cherry Street. In addition a new surgery unit and underground parking is anticipated to the west of the new nursing unit. To interconnect the new nursing unit with other sections of the main hospital a covered corridor is to be constructed which will run north and south along the east side of the present 17th Avenue. This construction will alter the present entrance to the hospital.

In addition to this building expansion it is anticipated that all, with the possible exception of one, of the existing private buildings will be purchased in the block between 16th and 17th Avenue bordered by Cherry and Jefferson St. This area will be utilized for additional off-street parking and access for the hospital.

The construction of the new nursing wing and the surgical units will necessitate the use of the existing right of way of 17th Avenue south of Cherry Street. Phase 1 of the construction program will utilize the existing 17th Avenue entrance to the hospital from Jefferson Street but will terminate at the new hospital entrance. Additional access roadways will be provided from 16th Avenue running easterly into the new hospital entrance turn a round.

Phase 2 of the construction program anticipates a building similar to the new nursing unit in configuration for additional hospital expansion and it will require the street area of 17th Avenue north of East Jefferson Street.

During this phase of the construction 17th Avenue will be completely closed to vehicular traffic and the main orientation of the entrance to the hospital will be via the two roadways from 16th Avenue.

Based upon this very general outline of the building expansion a traffic study has been conducted to analyze the existing usage of 16th, 17th and 18th Avenue to determine the number of vehicles that would be affected by the complete vacating of 17th Avenue between East Cherry Street and East Jefferson Street. In addition observations were made of the use of this street area by pedestrian traffic.

The study then analyzes the traffic circulation under the ultimate development plan.

TRAFFIC STUDY CONSIDERATIONS

Existing Street Conditions:

The Providence Hospital is presently oriented for major service via 17th Avenue with a one-way thirty-three foot wide loop type roadway to the east of 17th Avenue serving the main hospital entrance. Seventeenth Avenue is 24 feet in width from curb to curb from East Jefferson Street northerly for approximately half the block. The additional portion of the block has been widened on the east side to provide for a roadway 36 feet in width. Parking meters exist on the west side of 17th Avenue in this area and parking on the east side in the widened portion. No parking is permitted on the east side where the street is 24 feet in width. See Figure 1.

Sixteenth Avenue is 24 feet in width curb to curb with no parking restriction presently existing on either side. Sidewalks do exist on both sides of the street in this area.

Eighteenth Avenue is also 24 feet in width curb to curb with sidewalks on both sides and parking meters installed on the west side adjacent to the hospital. No parking is posted on the east side of this street.

Presently there is a school crossing across East Cherry Street at the east side of 18th Avenue. The crossing is for the parochial school, Immaculate Conception, on 18th Avenue between Columbia and East Marion Street. In addition there is a painted crosswalk across East Cherry Street at the east side of 17th Avenue. No signs exist on this painted crosswalk at the present time.

East Jefferson Street and East Cherry Street are both arterials. East Jefferson is presently a bus route and East Cherry has recently been

developed as a community boundary street which will have major significance in the long range plan for streets and land use.

Traffic Volume Characteristics on 17th Avenue

Automatic traffic volume counters were utilized in measuring the directional traffic volume and the total traffic volume on the street expected to be vacated. These volumes were measured over a five day period which included a Saturday and Sunday. This characteristic is shown in Figure 2 and indicates the predominate direction of travel to be southbound during the week days and northbound on week ends. There is also little difference in the traffic volume during the week days. Likewise this figure shows that Saturday represents the maximum day from the standpoint of the traffic carrying ability of this street, and can be considered to be generated by the hospital. A more detailed analysis of the traffic volume flow through-out the various hours of an average week day is presented in Figure 3 and indicates the various peak periods of traffic volume flow on 17th Avenue. From the very erratic traffic flow pattern it is not possible to determine whether this street is utilized by local residents who are commuting to and from work, since there is not the characteristic peak volume from 7 to 8 am and 4 to 5 pm as exists on other streets which serve commuter traffic. Therefore, it was necessary to make manual observation of the use of the street and this is reported in the section of the report under travel desires.

Traffic Volume Characteristics on 16th and 18th Avenue

Automatic traffic volume counters on a typical week day for these two streets indicate that there is relatively low usage of 16th Avenue with only 480 vehicles having been recorded during the total 24 hour period.

At the present time this street serves the residents on both sides of the street and reflects normal pattern consistent with this type of land use. On the other hand, 18th Avenue shows a combination of local service use by abutting property such as the Providence Hospital and commuter type of traffic by indicating not only the 7 to 8 am peak and the 4 to 5 pm peak, but also intermediate peaks which no doubt are generated by the existence of the Providence Hospital and the parking lots on the east side of 18th Avenue. The total 24 hour traffic volume on 18th Avenue is 1230 vehicles which is not considered to be excessive considering the installation of parking meters which creates turn over and more traffic than normally would exist on a street of this nature.

Vehicles Travel Desires:

In order to obtain a more detailed knowledge of the usage of 17th Avenue between East Jefferson Street and East Cherry Street, manual observations were made to trace the travel patterns of vehicles. The observations were made on a week day from 7:30 to 8:00 pm. The manual observation recorded vehicles entering 17th Avenue that had a destination for the parking lot on the west side, or the entrance of the hospital on the east side. In addition the observations were made of the vehicles that were exiting from the parking lot and from the hospital entrance. Of major importance was the observation of vehicles that approached the area on 17th Avenue traversed the block between East Jefferson and East Cherry and then proceeded through on 17th Avenue. It is highly probable that such vehicles would be affected by any street closure of 17th Avenue whereas the other traffic volume is generated by the Providence Hospital and is considered in the redevelopment plan for the hospital expansion.

Upon reviewing Figure 5 it can be seen that more vehicles enter 17th Avenue from East Cherry Street then from East Jefferson Street which is logical to suspect since Cherry Street is of more significance as an arterial and also considering that the parking lots for the Providence Hospital are located on 17th adjacent to Cherry Street. However, the major direction of travel for access to 17th is from the west by East Jefferson Street which represents 264 vehicles as compared to 212 right-turning from Cherry Street into 17th Avenue. The association of the hospital to the downtown area is apparent from this travel trend. It is surprising to find that as many as 218 vehicles approach this area from the north on 17th Avenue. It is obvious that most of these vehicles have their destination as the hospital and therefore no logical explanation can be given as to why this many vehicles are approaching the area via a residential street. It is highly probable that the vacating of 17th Avenue will discourage this type of operation and encourage more utilization of arterials in approaching the hospital.

Of major interest in making this manual observation was the determination of the number of vehicles that approached the survey area on 17th Avenue traversed the area and proceeded on 17th Avenue. The flow chart of travel assire indicates that only 46 such vehicles were observed during the twelve and one-half hour period going southbound and only 34 such vehicles were northbound. It was noted during the survey that the same vehicle was observed going northbound as well as southbound, therefore this total number of 80 trips would represent probably only 50 or 60 vehicles. During the period of the manual observation the percentage of thru traffic would be between five and eight per cent of total traffic which is considered an insignificant amount. The balance of the traffic on 17th Avenue, 92 to 95 per cent of the traffic can be considered to be traffic that is generated

by the Providence Hospital and also some existing buildings on 17th Avenue. The traffic desire pattern represents how this traffic circulates within this block and is of importance to the hospital staff in properly designing the access facilities from 16th Avenue to the new hospital entrance.

Pedestrian Travel Desires:

At the same time that the vehicle observation was made a pedestrian circulation pattern was observed. This is also shown in Figure 6 and indicates that a total of 199 pedestrians were observed entering the study area during the twelve and one-half hour period. Seventy-four of these approached from East Cherry Street and 125 from East Jefferson Street. It should be noted that the direction of approach on East Jefferson Street is primarily from the west and the east and this represents predominantly pedestrians that are destined for the hospital and have arrived via the bus. Bus stops are located on the far sides of the intersection of East Jefferson Street and 17th Avenue. Of the 74 that approached from East Cherry only seven desired to pass through the area. Fourteen persons were observed destined for the bus stop at East Jefferson Street. Nearly all of these persons had an origin at the hospital. Of the pedestrians entering from East Jefferson Street only fourteen desired to pass completely through the area and proceed on north. Of primary significance is the fact that most of the pedestrians desiring to pass completely through this area were school children and were observed during the hours prior to the beginning of school. Considering that a school crossing is provided across East Cherry Street at 18th Avenue for the Immaculate Conception School it is highly desirable that this pedestrian movement on 17th Avenue be discouraged and the students encouraged to use the proper school crossing. Approximately 15 students were observed traversing the survey area. Removing the number of students

possible it will reduce the amount of the pedestrian and auto flow through the area and would probably be effected by a complete street vacation. All the other pedestrians have their destinations within the study area and would not be affected by the street closure.

Other Street Vacations

The Alton Road Street on East Union Street between 17th Avenue and 18th Avenue serves the residential area north of East Cherry Street and therefore the closing of 17th Avenue should have no effect on the school children attending this grade school. The City Planning Division has indicated that East Cherry Street is to be used a community and neighborhood boundary in the ultimate land plan and therefore it would be undesirable for school children or pedestrians to cross this boundary street.

The Immaculate Conception Parochial School on 18th Avenue between East Columbia and East Marion Street draws a larger area than the public school. However, its location on 18th Avenue and the crosswalk across East Cherry Street at 18th Avenue would indicate that there is no serious objection to the closure of 17th Avenue.

The present construction of the George Washington Jr. High School on Jackson Street between 21st Avenue South and 22nd Avenue South will no doubt serve the area north of East Cherry Street. However, since the Providence Hospital is considerably removed from the Jr. High School, no appreciable change in the travel distance for students or any effect on safety to the school children will be interfered with.

Garfield High School on 23rd Avenue south of East Jefferson Street serves the total community area and likewise it is removed far enough from the Providence Hospital so that any street vacation such as 17th Avenue would have no or little effect on student travel pattern or safety.

At the present time a fire station exists on 16th Avenue south of East Columbia Street and presently the route of the emergency fire vehicles is on 17th Avenue. It is very doubtful that the closure of 17th Avenue in the area being considered would interfere whatsoever with the emergency operation.

Traffic Assignment Under Phase 1:

Figure illustrates the anticipated expansion which will require the closure of 17th Avenue at East Cherry Street. The reassignment of the traffic volume based upon the Phase 1 of the hospital expansion is shown in the same figure.

A brief outline of the analysis that was utilized in developing this assignment of traffic volume is as follows:

1. Vehicles utilizing 16th Avenue were determined as follows:
 - a. It is estimated that with the removal of residences on the east side of 16th Avenue for the hospital expansion, the total number of trips generated by 16th Avenue will be reduced from 480 to 300.
 - b. It is estimated that 50 per cent of the trips left turning from East Jefferson Street into 17th Avenue would be reassigned to 16th Avenue resulting in 178 vehicles in a 24 hour period.
 - c. One hundred per cent of the vehicles presently right turning from Cherry Street into 17th Avenue were assumed to utilize 16th Avenue which represents 286 vehicles in 24 hours.
 - d. Seventy-five per cent of the vehicles from the north on 17th Avenue were assigned to 16th Avenue based upon the additional parking space to be provided in this area and the orientation of the main entrance to the hospital. This resulted in 210 vehicles.

- e. Vehicles presently left turning from East Cherry Street at 17th and assigned to 18th and East Jefferson Street but returning via 16th Avenue and East Cherry Street (210 vehicles).
- f. See 2c for one way trips of 90 vehicles.

Considering the vehicles to return in the same direction as approaching except for e, the maximum volume assigned to 16th Avenue south of East Cherry Street for Phase 1 is $300 + 210 + 30 + 2(286 + 210) = 1592$ vehicles.

2. Traffic volume on 18th Avenue under Phase 1 is similarly predicted to be as follows:

- a. The existing volume of 1230 vehicles will remain as is.
- b. One hundred per cent of the vehicles left turning from East Cherry street onto 17th Avenue would be diverted to 18th Avenue representing 157 vehicles for the twelve and one-half hour period or 210 vehicles in a 24 hour period.
- c. Twenty-five per cent of the vehicles approaching on 17th at East Cherry Street will be diverted to 18th Avenue which would represent 66 trips during the twelve and one-half hour period or 90 trips during the 24 hour period.
- d. It is not expected that there will be any appreciable normal increase in traffic volume on this street since the major orientation of the parking spaces will be associated adjacent to 16th Avenue.

The total vehicles assigned to 18th Avenue during Phase 1 is 1530 vehicles.

- 3. The traffic assignment to the section of 17th Avenue that will remain for service to the hospital from Jefferson Street would have a predicted traffic volume: $[132 + 83 + 67] 1.35 + 210 + 90 = 680$ vehicles.

Traffic Assignment Under Phase 2

This phase considers the complete vacation of 17th Avenue. See Figure 8. The reassigned volume would result in approximately 1900 vehicles on 16th Avenue and a reduction on 18th Avenue to about 1300 vehicles.

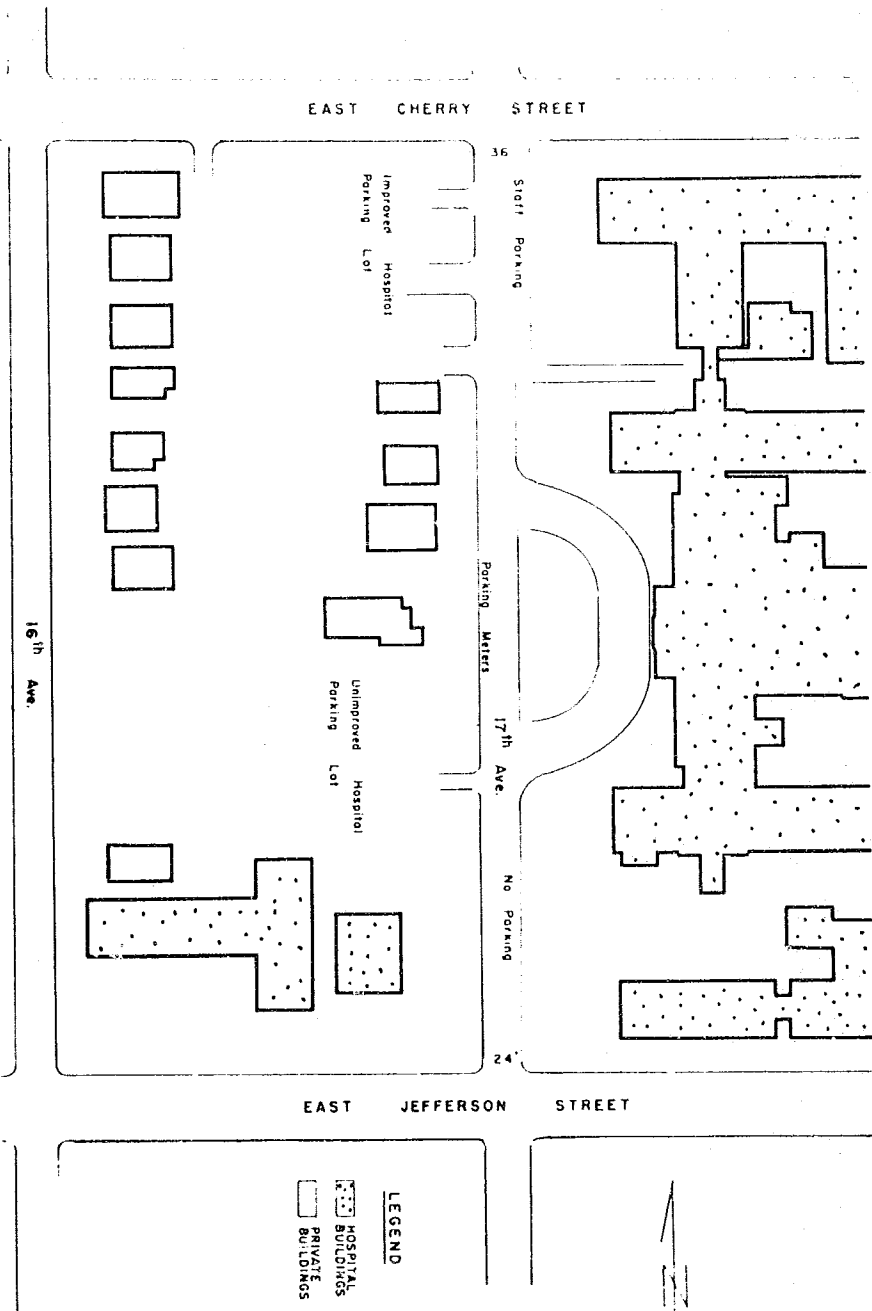
SUMMARY AND RECOMMENDATIONS

1. From the analysis of the traffic volumes involved in 16th, 17th and 18th Avenue, 17th Avenue could be closed entirely to vehicular traffic in either Phase 1 or Phase 2 without interfering with the access to abutting property. However, parking should be restricted on the east side of 16th Avenue under both Phases of operation. Relief to 16th Avenue could be provided, if necessary, by constructing driveways on Cherry
2. The magnitude of the pedestrian traffic utilizing 17th Avenue that do not have an origin or destination at the Hospital is of such a minor magnitude that the vacation of 17th Avenue should have very little effect on pedestrian access.
3. The vacating of 17th Avenue will have little effect upon access to abutting property, to schools or to emergency vehicles.
4. In the redesign of the access to the hospital entrance it is recommended that the roadways from 16th Avenue be at least 22 feet in width and designated as one-way roadways. The southerly roadway should be one way east bound into the hospital and the northerly roadway should be one way out of the hospital.
5. The roadway court in front of the hospital entrance should be designed so as to allow for passenger loading parallel to the curb adjacent to the hospital entrance and short time angle parking on the west side of the loop.
6. Closure of 17th Avenue will minimize the accident hazard at the intersection with East Cherry Street caused by limited sight distance.

7. No crosswalk should be marked across East Cherry Street at 17th Avenue in the future development plan unless access to pedestrians is maintained on 17th Avenue. If such is the case the crosswalk should be moved to the west side of 17th for better sight distance and directness to the hospital entrance.

FIGURES

FIGURE 1. EXISTING STREET CONDITIONS



DAILY TRAFFIC VOLUME

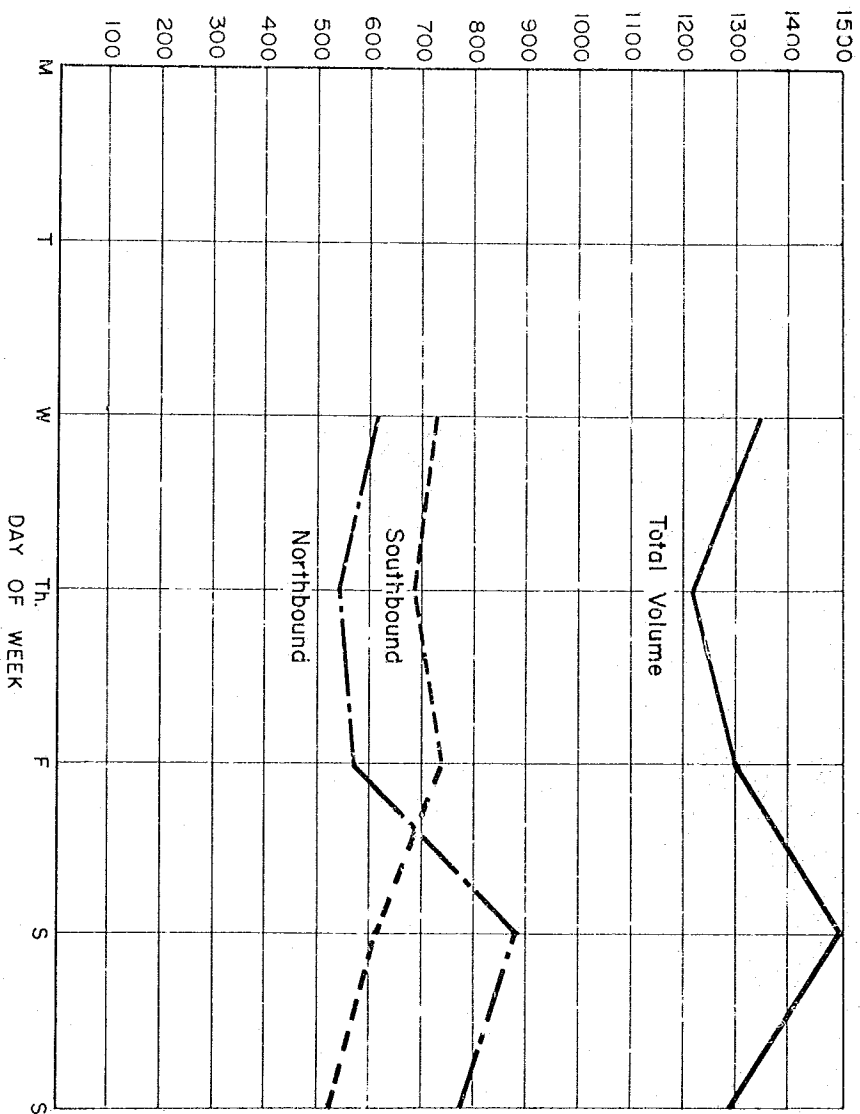


FIGURE 2. DAILY TRAFFIC VOLUME VARIATION ON 17th. AVE.

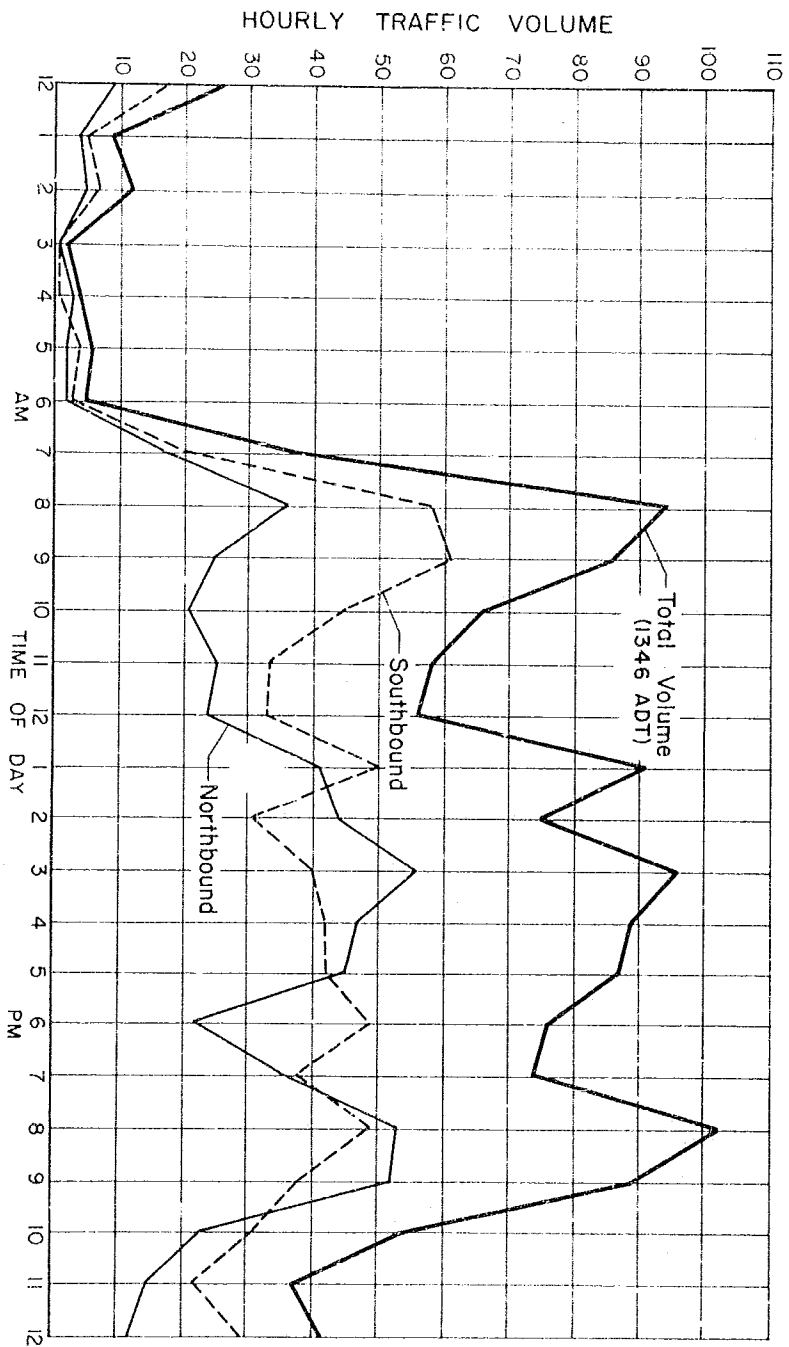


FIGURE 3. TYPICAL WEEKDAY HOURLY TRAFFIC VOLUME ON 17th. AVE.

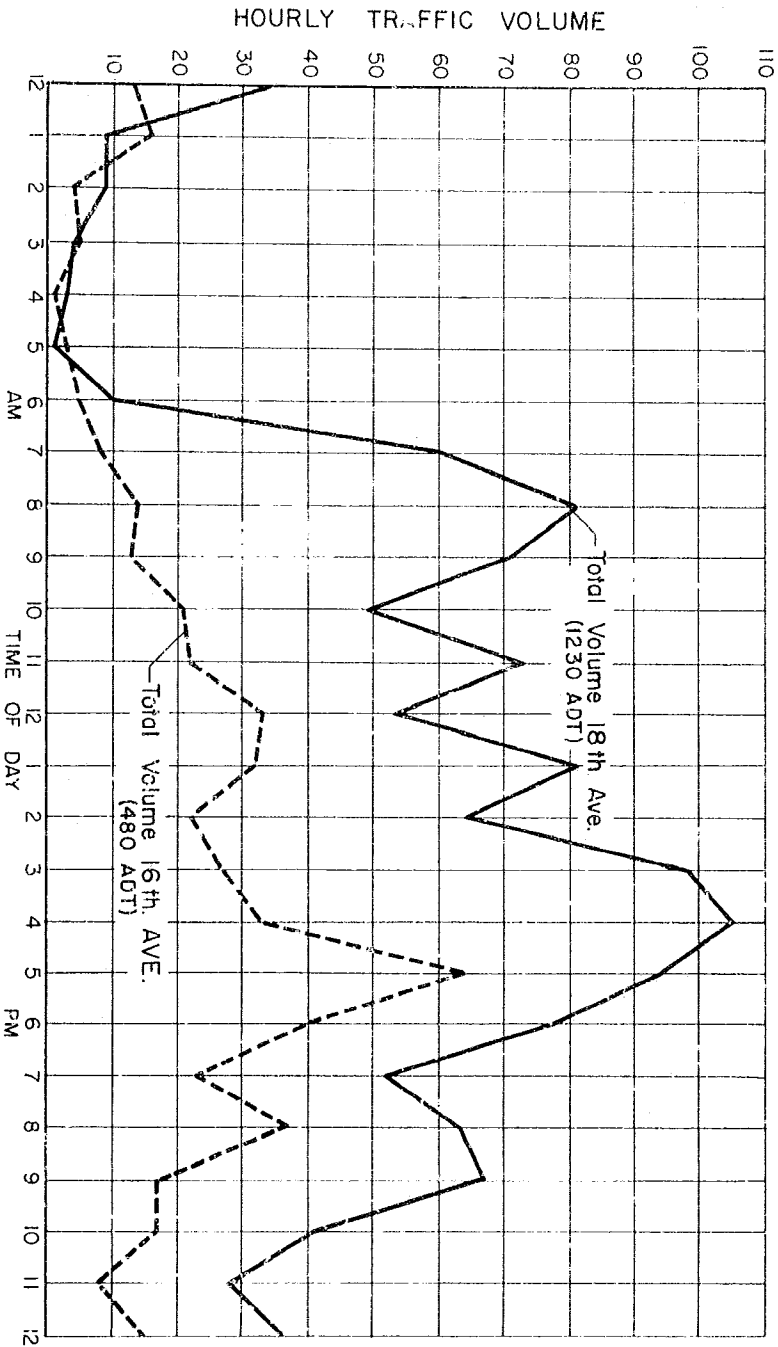


FIGURE 4. TYPICAL WEEKDAY HOURLY TRAFFIC VOLUME ON 16th. & 18th. Ave.

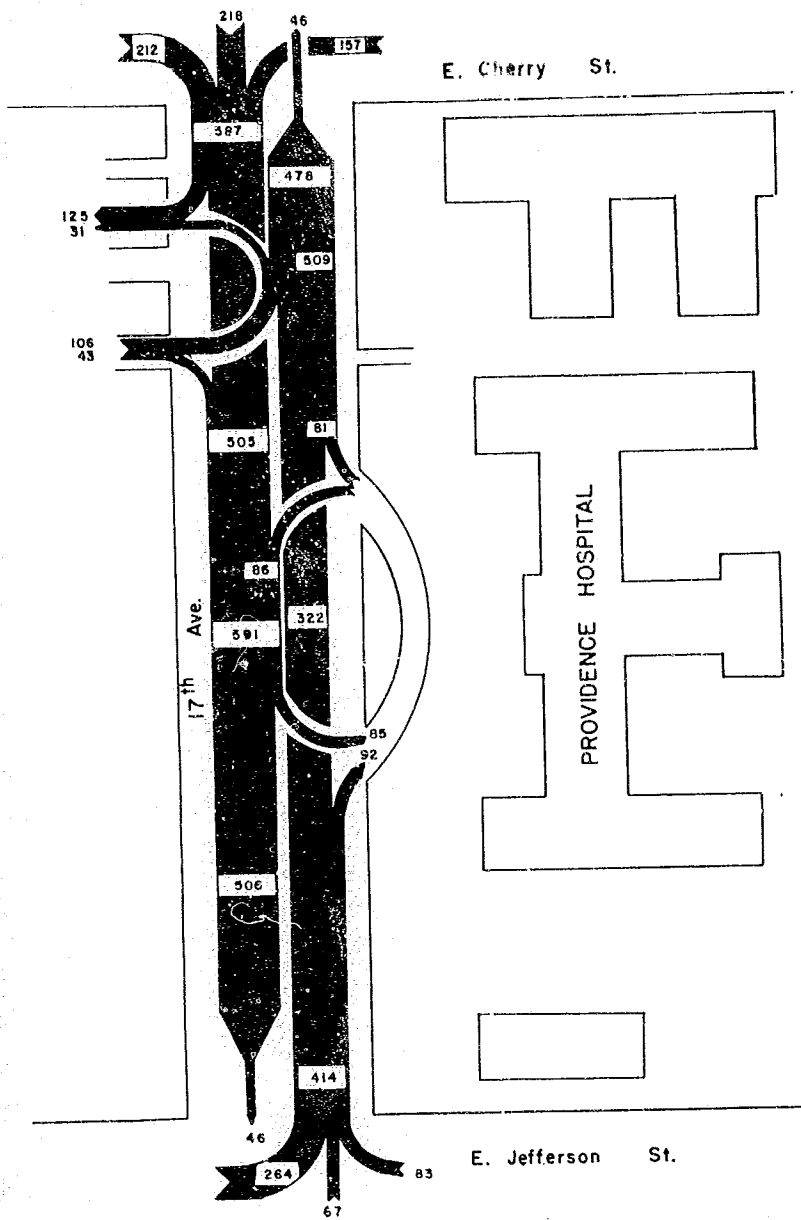


FIGURE 5. VEHICLE TRAVEL DESIRE ON 17th AVE.

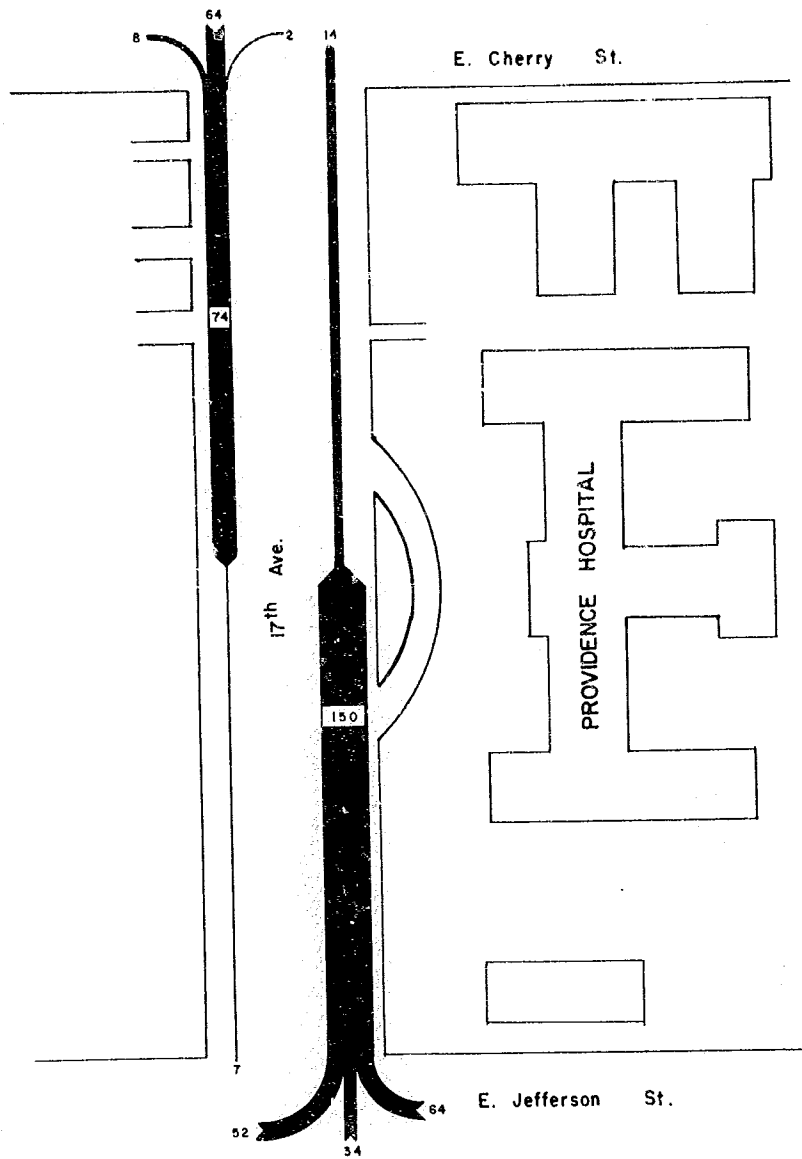
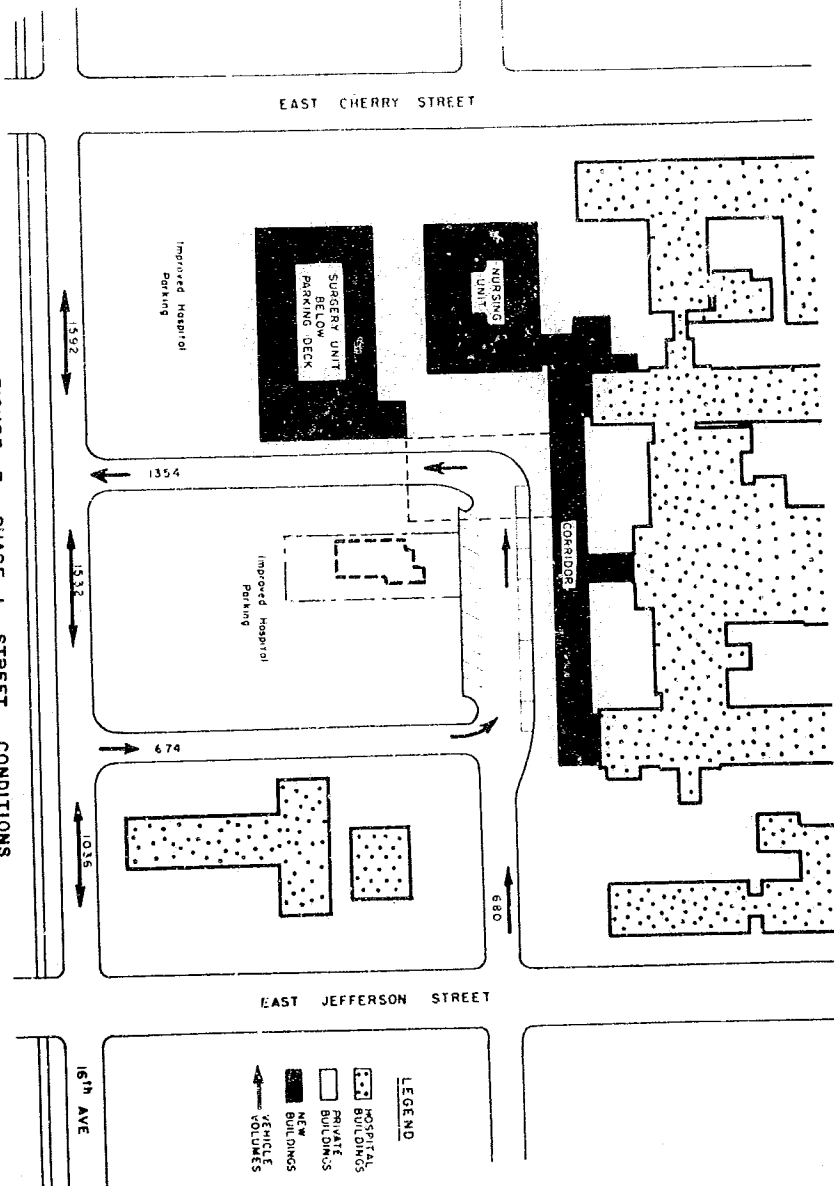


FIGURE 6. PEDESTRIAN TRAVEL DESIRE ON 17th AVE.

FIGURE 7. PHASE I STREET CONDITIONS



EAST CHERRY STREET

SURGERY UNIT
BELOW
PARKING DECK

NURSING
UNIT

Improved Hospital
Parking

1592

1354

1332

674

1036

CORRIDOR

680

EAST JEFFERSON STREET

16TH AVE

LEGEND





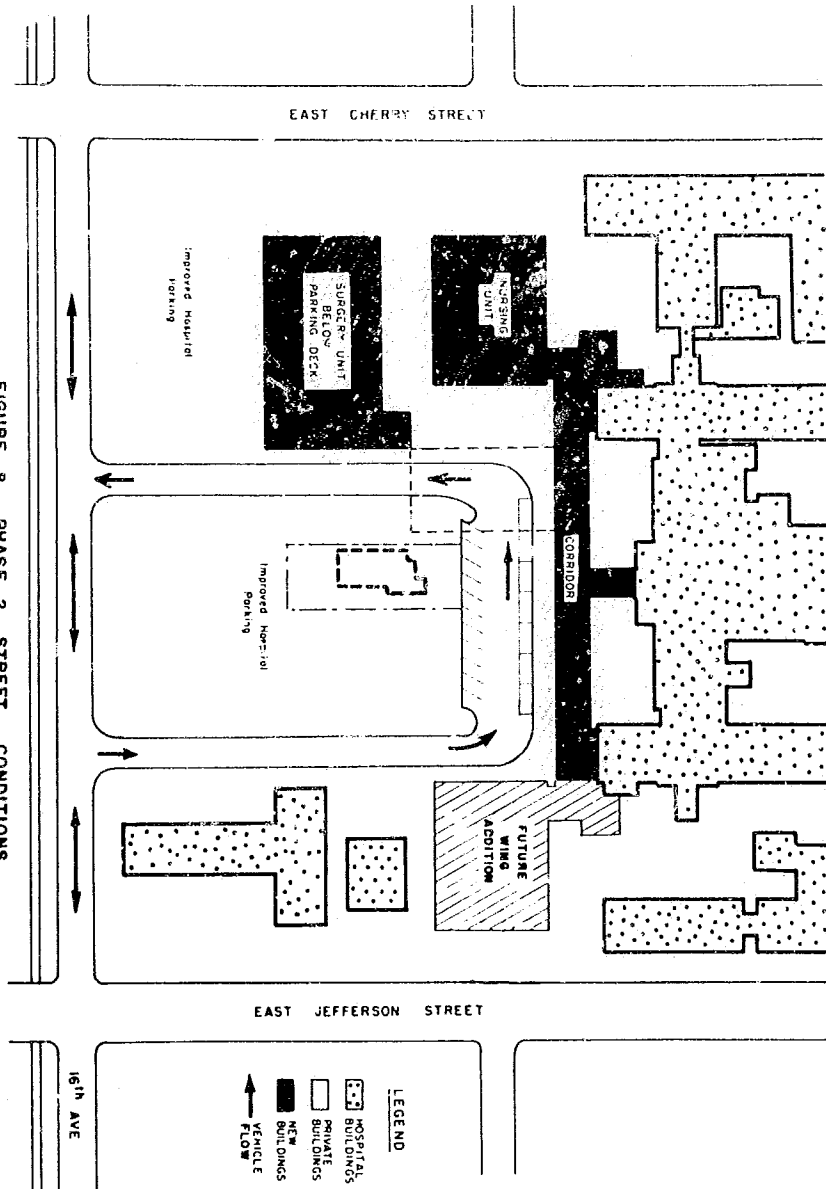
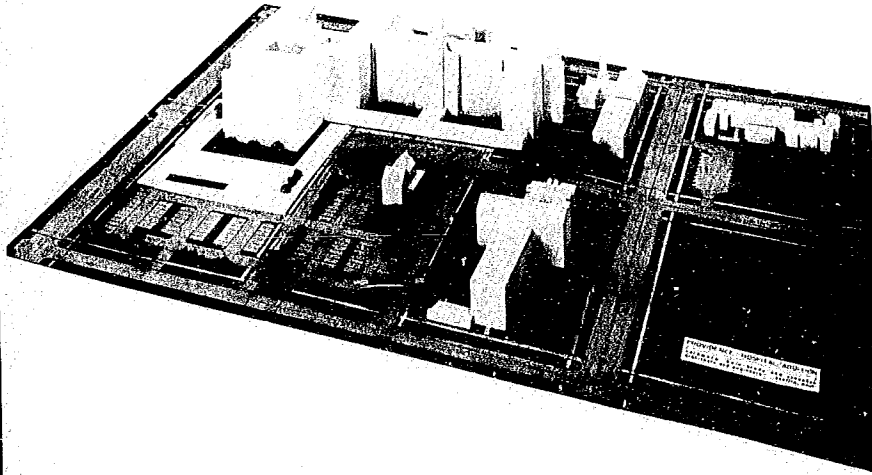
-  HOSPITAL BUILDINGS
-  PRIVATE BUILDINGS
-  NEW BUILDINGS
-  VEHICLE VOLUMES

FIGURE 8 PHASE 2 STREET CONDITIONS



PROVIDENCE HOSPITAL
DEVELOPMENT



17th AVENUE STREET VACATION

TRAFFIC STUDY

SEPT. 1962

TECS

PROVIDENCE HOSPITAL

PHONE EAST 2-3140
17TH AND EAST JEFFERSON STREET
SEATTLE, WASHINGTON

October 11, 1962

City Council
514 County City Building
Seattle 4, Washington.

Gentlemen:

A year ago last September, Providence Hospital applied for and was granted Ordinance No. 90496, authorizing a Special Permit to construct, maintain and operate portions of a hospital facility under the north half of Seventeenth Avenue between Jefferson and Cherry Streets. At that time, we pointed out that the Hospital was applying for Hill Burton funds, and therefore needed to prove to the government that the building site was available for our use for 50 years. At that time, it was more expedient to request the processing of such a Permit than to request, through petitioning, the full vacation of this street.

Now, however, further planning, including the building of Providence Apartments for Interns and Residents, reveals:

- 1 - that the proposed six-story addition to Providence Hospital should be connected floor-by-floor to the present hospital building
- 2 - that this connection should be as short as possible, and
- 3 - that the ideal location of this addition would be in the street in question.

Therefore, we are now requesting that the Council consider our application for a permanent Street Vacation of Seventeenth Avenue between Jefferson and Cherry Streets. We are supporting this request by the enclosed

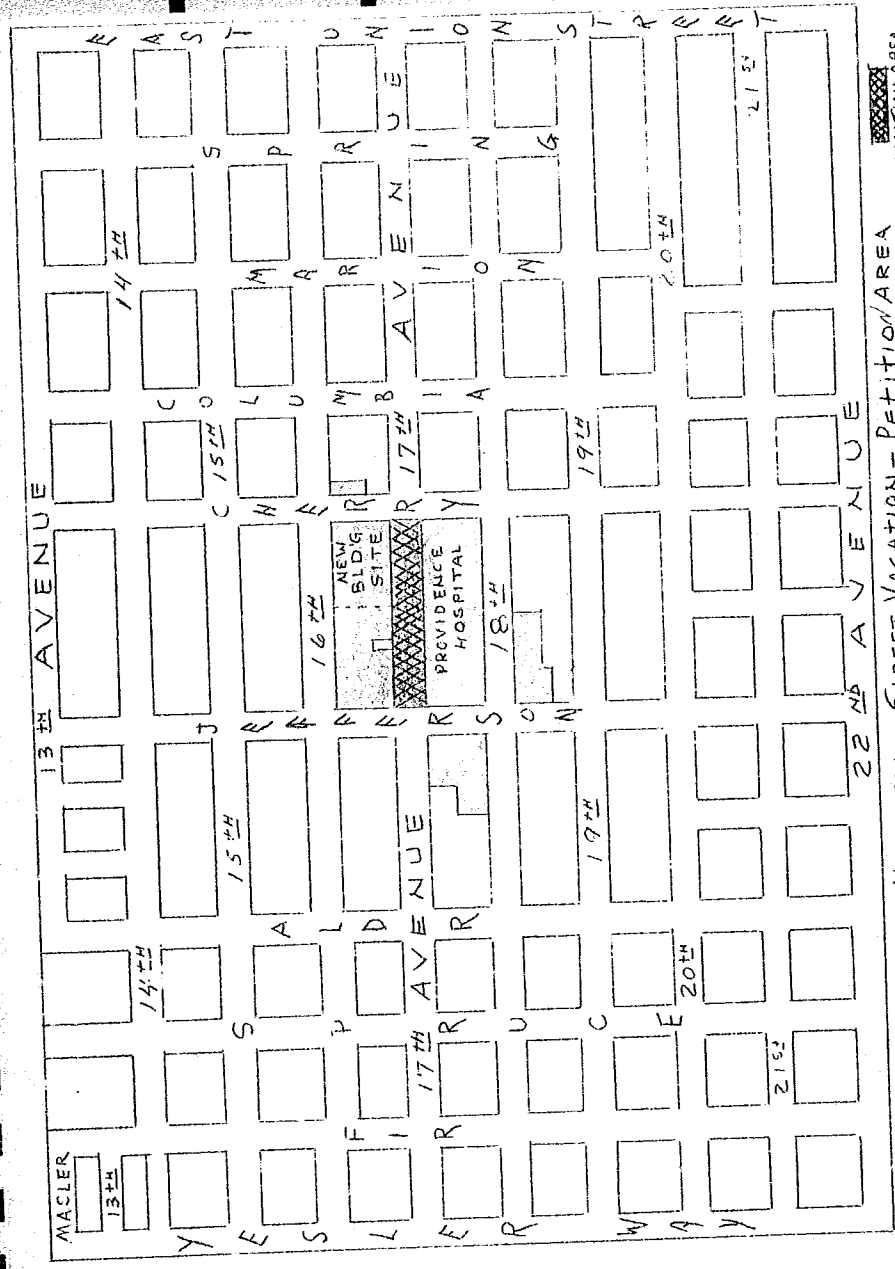
- 1 - petitions signed by residents living within an area bounded to the south by Yesler Way; to the north by East Union; to the west by Thirteenth Avenue, and to the East by Twenty-Second Avenue.
- 2 - Traffic Study Report which shows that the vacation of Seventeenth Avenue would be feasible.

As soon as the full vacation of Seventeenth Avenue between Jefferson and Cherry is complete, permit for the 50-year use could be revoked, as we mentioned in our application of September, 1961.

Your attention to this request is urgently sought. May we be allowed the opportunity of being present when this first appears before your Council, so that we can further explain what is involved? Thank you very much.

Yours sincerely,

Sister Gertrude J. Burdick
Sister Gertrude of Providence
Administrator



PROVIDENCE HOSPITAL
 SEATTLE, WASHINGTON
 STREET VACATION - PETITION AREA

Mr. William Murray
Associate Administrator
Providence Hospital
17th Avenue and East Cherry Street
Seattle 22, Washington

Dear Mr. Murray:

Submitted herein is a traffic report on the vacating of 17th Avenue between East Cherry Street and East Jefferson Street, consistent with the programmed expansion as outlined by the architectural firm of Naramore, Bain, Brady and Johanson.

The recommendations are contained on page 12 of the report; however it can be briefly stated that the vacating of 17th Avenue adjacent to the hospital is very feasible from the traffic engineering criterion. The remaining streets are capable of handling the diverted vehicles even under maximum assignment conditions.

If I may be of additional assistance in the accomplishment of your goal, do not hesitate to call upon my services.

Respectively yours,

Roy B. Sawhill

Roy B. Sawhill
Traffic and Parking Consultant

RBS:me



STREET VACATION STUDY

FOR

PROVIDENCE HOSPITAL

Submitted to

Administrators of Providence Hospital

By

Professor Roy B. Sawhill

Traffic Consultant

September 1962

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Traffic Volume Characteristics on 17th Avenue	4
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2. Daily Traffic Volume Variation on 17th Avenue.
3. Typical Weekday Hourly Traffic Volume on 17th Avenue.
4. Typical Weekday Hourly Traffic Volume on 16th and
18th Avenue.
5. Vehicle Travel Desire on 17th Avenue.
6. Pedestrian Travel Desire on 17th Avenue.
7. Phase 1 Street Condition.
8. Phase 2 Street Condition.

INTRODUCTION

To serve the necessary needs, both immediate and future, of the Providence Hospital it is anticipated that a new nursing unit is required at the northwest corner of the existing hospital complex. This expansion is to be in the street area of 17th Avenue, south of East Cherry Street. In addition a new surgery unit and underground parking is anticipated to the west of the new nursing unit. To interconnect the new nursing unit with other sections of the main hospital a covered corridor is to be constructed which will run north and south along the east side of the present 17th Avenue. This construction will alter the present entrance to the hospital.

In addition to this building expansion it is anticipated that all, with the possible exception of one, of the existing private buildings will be purchased in the block between 16th and 17th Avenue bordered by Cherry and Jefferson St. This area will be utilized for additional off-street parking and access for the hospital.

The construction of the new nursing wing and the surgical units will necessitate the use of the existing right of way of 17th Avenue south of Cherry Street. Phase 1 of the construction program will utilize the existing 17th Avenue entrance to the hospital from Jefferson Street but will terminate at the new hospital entrance. Additional access roadways will be provided from 16th Avenue running easterly into the new hospital entrance turn a round.

Phase 2 of the construction program anticipates a building similar to the new nursing unit in configuration for additional hospital expansion and it will require the street area of 17th Avenue north of East Jefferson Street.

During this phase of the construction 17th Avenue will be completely closed to vehicular traffic and the main orientation of the entrance to the hospital will be via the two roadways from 16th Avenue.

Based upon this very general outline of the building expansion a traffic study has been conducted to analyze the existing usage of 16th, 17th and 18th Avenue to determine the number of vehicles that would be affected by the complete vacating of 17th Avenue between East Cherry Street and East Jefferson Street. In addition observations were made of the use of this street area by pedestrian traffic.

The study then analyzes the traffic circulation under the ultimate development plan.

TRAFFIC STUDY CONSIDERATIONS

Existing Street Conditions:

The Providence Hospital is presently oriented for major service via 17th Avenue with a one-way thirty-three foot wide loop type roadway to the east of 17th Avenue serving the main hospital entrance. Seventeenth Avenue is 24 feet in width from curb to curb from East Jefferson Street northerly for approximately half the block. The additional portion of the block has been widened on the east side to provide for a roadway 36 feet in width. Parking meters exist on the west side of 17th Avenue in this area and parking on the east side in the widened portion. No parking is permitted on the east side where the street is 24 feet in width. See Figure 1.

Sixteenth Avenue is 24 feet in width curb to curb with no parking restriction presently existing on either side. Sidewalks do exist on both sides of the street in this area.

Eighteenth Avenue is also 24 feet in width curb to curb with sidewalks on both sides and parking meters installed on the west side adjacent to the hospital. No parking is posted on the east side of this street.

Presently there is a school crossing across East Cherry Street at the east side of 18th Avenue. The crossing is for the parochial school, Immaculate Conception, on 18th Avenue between Columbia and East Marion Street. In addition there is a painted crosswalk across East Cherry Street at the east side of 17th Avenue. No signs exist on this painted crosswalk at the present time.

East Jefferson Street and East Cherry Street are both arterials. East Jefferson is presently a bus route and East Cherry has recently been

developed as a community boundary street which will have major significance in the long range plan for streets and land use.

Traffic Volume Characteristics on 17th Avenue

Automatic traffic volume counters were utilized in measuring the directional traffic volume and the total traffic volume on the street expected to be vacated. These volumes were measured over a five day period which included a Saturday and Sunday. This characteristic is shown in Figure 2 and indicates the predominate direction of travel to be southbound during the week days and northbound on week ends. There is also little difference in the traffic volume during the week days. Likewise this figure shows that Saturday represents the maximum day from the standpoint of the traffic carrying ability of this street, and can be considered to be generated by the hospital. A more detailed analysis of the traffic volume flow through-out the various hours of an average week day is presented in Figure 3 and indicates the various peak periods of traffic volume flow on 17th Avenue. From the very erratic traffic flow pattern it is not possible to determine whether this street is utilized by local residents who are commuting to and from work, since there is not the characteristic peak volume from 7 to 8 am and 4 to 5 pm as exists on other streets which serve commuter traffic. Therefore, it was necessary to make manual observation of the use of the street and this is reported in the section of the report under travel desires.

Traffic Volume Characteristics on 16th and 18th Avenue

Automatic traffic volume counters on a typical week day for these two streets indicate that there is relatively low usage of 16th Avenue with only 480 vehicles having been recorded during the total 24 hour period.

At the present time this street serves the residents on both sides of the street and reflects normal pattern consistent with this type of land use. On the other hand, 18th Avenue shows a combination of local service use by abutting property such as the Providence Hospital and commuter type of traffic by indicating not only the 7 to 8 am peak and the 4 to 5 pm peak, but also intermediate peaks which no doubt are generated by the existence of the Providence Hospital and the parking lots on the east side of 18th Avenue. The total 24 hour traffic volume on 18th Avenue is 1230 vehicles which is not considered to be excessive considering the installation of parking meters which creates turn over and more traffic than normally would exist on a street of this nature.

Vehicle Travel Desires:

In order to obtain a more detailed knowledge of the usage of 17th Avenue between East Jefferson Street and East Cherry Street, manual observations were made to trace the travel patterns of vehicles. The observations were made on a week day from 7:30 to 8:00 pm. The manual observation recorded vehicles entering 17th Avenue that had a destination for the parking lot on the west side, or the entrance of the hospital on the east side. In addition the observations were made of the vehicles that were exiting from the parking lot and from the hospital entrance. Of major importance was the observation of vehicles that approached the area on 17th Avenue traversed the block between East Jefferson and East Cherry and then proceeded through on 17th Avenue. It is highly probable that such vehicles would be affected by any street closure of 17th Avenue whereas the other traffic volume is generated by the Providence Hospital and is considered in the redevelopment plan for the hospital expansion.

Upon reviewing Figure 5 it can be seen that more vehicles enter 17th Avenue from East Cherry Street than from East Jefferson Street which is logical to suspect since Cherry Street is of more significance as an arterial and also considering that the parking lots for the Providence Hospital are located on 17th adjacent to Cherry Street. However, the major direction of travel for access to 17th is from the west by East Jefferson Street which represents 264 vehicles as compared to 212 right-turning from Cherry Street into 17th Avenue. The association of the hospital to the downtown area is apparent from this travel trend. It is surprising to find that as many as 218 vehicles approach this area from the north on 17th Avenue. It is obvious that most of these vehicles have their destination as the hospital and therefore no logical explanation can be given as to why this many vehicles are approaching the area via a residential street. It is highly probable that the vacating of 17th Avenue will discourage this type of operation and encourage more utilization of arterials in approaching the hospital.

Of major interest in making this manual observation was the determination of the number of vehicles that approached the survey area on 17th Avenue traversed the area and proceeded on 17th Avenue. The flow chart of travel desire indicates that only 46 such vehicles were observed during the twelve and one-half hour period going southbound and only 34 such vehicles were northbound. It was noted during the survey that the same vehicle was observed going northbound as well as southbound, therefore this total number of 80 trips would represent probably only 50 or 60 vehicles. During the period of the manual observation the percentage of thru traffic would be between five and eight per cent of total traffic which is considered an insignificant amount. The balance of the traffic on 17th Avenue, 92 to 95 per cent of the traffic can be considered to be traffic that is generated

by the Providence Hospital and also some existing buildings on 17th Avenue. The traffic desire pattern represents how this traffic circulates within this block and is of importance to the hospital staff in properly designing the access facilities from 16th Avenue to the new hospital entrance.

Pedestrian Travel Desires:

At the same time that the vehicle observation was made a pedestrian circulation pattern was observed. This is also shown in Figure 6 and indicates that a total of 199 pedestrians were observed entering the study area during the twelve and one-half hour period. Seventy-four of these approached from East Cherry Street and 125 from East Jefferson Street. It should be noted that the direction of approach on East Jefferson Street is primarily from the west and the east and this represents predominantly pedestrians that are destined for the hospital and have arrived via the bus. Bus stops are located on the far sides of the intersection of East Jefferson Street and 17th Avenue. Of the 74 that approached from East Cherry only seven desired to pass through the area. Fourteen persons were observed destined for the bus stop at East Jefferson Street. Nearly all of these persons had an origin at the hospital. Of the pedestrians entering from East Jefferson Street only fourteen desired to pass completely through the area and proceed on north. Of primary significance is the fact that most of the pedestrians desiring to pass completely through this area were school children and were observed during the hours prior to the beginning of school. Considering that a school crossing is provided across East Cherry Street at 18th Avenue for the Immaculate Conception School it is highly desirable that this pedestrian movement on 17th Avenue be discouraged and the students encouraged to use the proper school crossing. Approximately 15 students were observed traversing the survey area. Removing the number of students

results in only three per cent of the pedestrians that pass through the area and could possibly be affected by a complete street vacation. All the other pedestrians have their destination within the study area and would not be affected by the street closure.

Other Access Considerations:

The Minor Grade School on East Union Street between 17th Avenue and 18th Avenue serves the residential area north of East Cherry Street and therefore the closing of 17th Avenue should have no effect on the school children attending this grade school. The City Planning Division has indicated that East Cherry Street is to be both a community and neighborhood boundary in the ultimate land plan and therefore it would be undesirable for school children or pedestrians to cross this boundary street.

The Immaculate Conception Parochial School on 18th Avenue between East Columbia and East Marion Street draws a larger area than the public school, however, its location on 18th Avenue and the crosswalk across East Cherry Street at 18th Avenue would indicate that there is no serious objection to the closure of 17th Avenue.

The present construction of the George Washington Jr. High School on Jackson Street between 21st Avenue South and 22nd Avenue South will no doubt serve the area north of East Cherry Street. However, since the Providence Hospital is considerably removed from the Jr. High School, no appreciable change in the travel distance for students or any effect on safety to the school children will be interfered with.

Garfield High School on 23rd Avenue south of East Jefferson Street serves the total community area and likewise it is removed far enough from the Providence Hospital so that any street vacation such as 17th Avenue would have no or little effect on student travel pattern or safety.

At the present time a fire station exists on 18th Avenue south of East Columbia Street and presently the route of the emergency fire vehicles is on 18th Avenue. It is very doubtful that the closure of 17th Avenue in the area being considered would interfere whatsoever with the emergency operation.

Traffic Assignment Under Phase 1:

Figure illustrates the anticipated expansion which will require the closure of 17th Avenue at East Cherry Street. The reassignment of the traffic volume based upon the Phase 1 of the hospital expansion is shown in the same figure.

A brief outline of the analysis that was utilized in developing this assignment of traffic volume is as follows:

1. Vehicles utilizing 16th Avenue were determined as follows:
 - a. It is estimated that with the removal of residences on the east side of 16th Avenue for the hospital expansion, the total number of trips generated by 16th Avenue will be reduced from 480 to 300.
 - b. It is estimated that 50 per cent of the trips left turning from East Jefferson Street into 17th Avenue would be reassigned to 16th Avenue resulting in 178 vehicles in a 24 hour period.
 - c. One hundred per cent of the vehicles presently right turning from Cherry Street into 17th Avenue were assumed to utilize 16th Avenue which represents 286 vehicles in 24 hours.
 - d. Seventy-five per cent of the vehicles from the north on 17th Avenue were assigned to 16th Avenue based upon the additional parking space to be provided in this area and the orientation of the main entrance to the hospital. This resulted in 210 vehicles.

- e. Vehicles presently left turning from East Cherry Street at 17th and assigned to 18th and East Jefferson Street but returning via 16th Avenue and East Cherry Street (210 vehicles).
- f. See 2c for one way trips of 90 vehicles.

Considering the vehicles to return in the same direction as approaching except for e, the maximum volume assigned to 16th Avenue south of East Cherry Street for Phase 1 is $300 + 210 + 90 + 2(286 + 210) = 1592$ vehicles.

2. Traffic volume on 18th Avenue under Phase 1 is similarly predicted to be as follows:

- a. The existing volume of 1230 vehicles will remain as is.
- b. One hundred per cent of the vehicles left turning from East Cherry street onto 17th Avenue would be diverted to 18th Avenue representing 157 vehicles for the twelve and one-half hour period or 210 vehicles in a 24 hour period.
- c. Twenty-five per cent of the vehicles approaching on 17th at East Cherry Street will be diverted to 18th Avenue which would represent 66 trips during the twelve and one-half hour period or 90 trips during the 24 hour period.
- d. It is not expected that there will be any appreciable normal increase in traffic volume on this street since the major orientation of the parking spaces will be associated adjacent to 16th Avenue.

The total vehicles assigned to 18th Avenue during Phase 1 is 1530 vehicles.

- 3. The traffic assignment to the section of 17th Avenue that will remain for service to the hospital from Jefferson Street would have a predicted traffic volume: $[132 + 83 + 67] 1.35 + 210 + 90 = 690$ vehicles.

Traffic Assignment Under Phase 2

This phase considers the complete vacation of 17th Avenue. See Figure 8. The reassigned volume would result in approximately 1900 vehicles on 16th Avenue and a reduction on 18th Avenue to about 1300 vehicles.

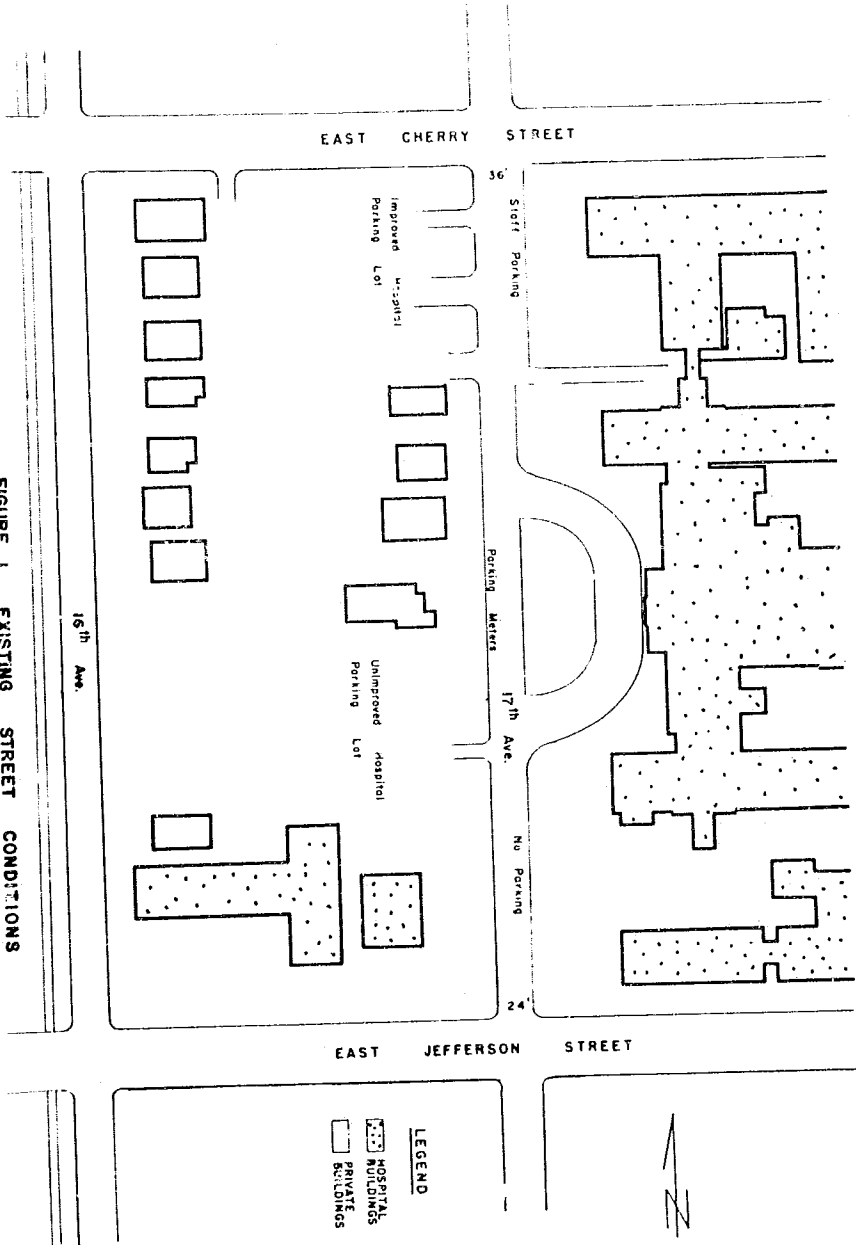
SUMMARY AND RECOMMENDATIONS

1. From the analysis of the traffic volumes involved in 16th, 17th and 18th Avenue, 17th Avenue could be closed entirely to vehicular traffic in either Phase 1 or Phase 2 without interfering with the access to abutting property. However, parking should be restricted on the east side of 16th Avenue under both Phases of operation.
2. The 21 pedestrians observed utilizing 17th Avenue, who do not have an origin or destination at the Hospital, is of such a minor magnitude that the vacating of 17th Avenue would be practical.
3. The vacating of 17th Avenue will have little or no effect upon access to abutting property, to schools or to emergency vehicles.
4. In the redesign of the access to the hospital entrance it is recommended that the roadways from 17th Avenue be at least 22 feet in width and designated as one-way roadways. The southerly roadway should be one way east bound into the hospital and the northerly roadway should be one way out of the hospital.
5. The roadway court in front of the hospital entrance should be designed so as to allow for passenger loading parallel to the curb adjacent to the hospital entrance and short time angle parking on the west side of the loop.
6. Closure of 17th Avenue will minimize the accident hazard at the intersection with East Cherry Street caused by limited sight distance.

7. No crosswalk should be marked across East Cherry Street at 17th Avenue in the future development plan unless access to pedestrians is maintained on 17th Avenue. If such is the case the crosswalk should be moved to the west side of 17th for better sight distance and directness to the hospital entrance.

FIGURES

FIGURE 1. EXISTING STREET CONDITIONS



DAILY TRAFFIC VOLUME

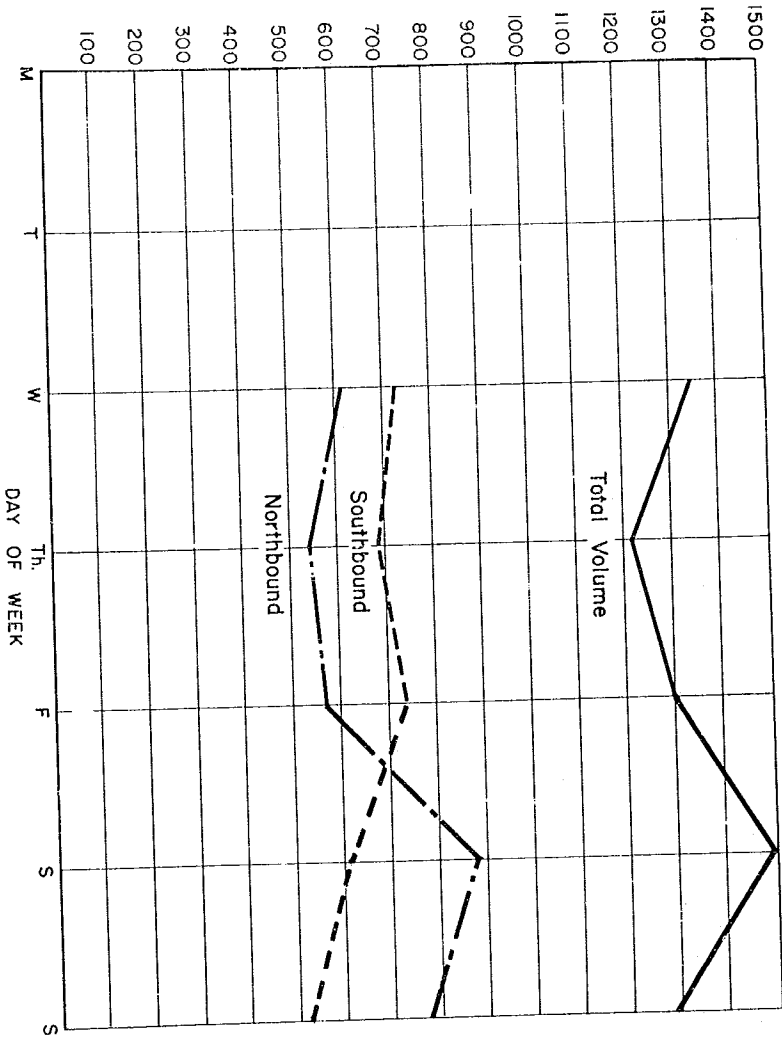


FIGURE 2. DAILY TRAFFIC VOLUME VARIATION ON 17th. AVE.

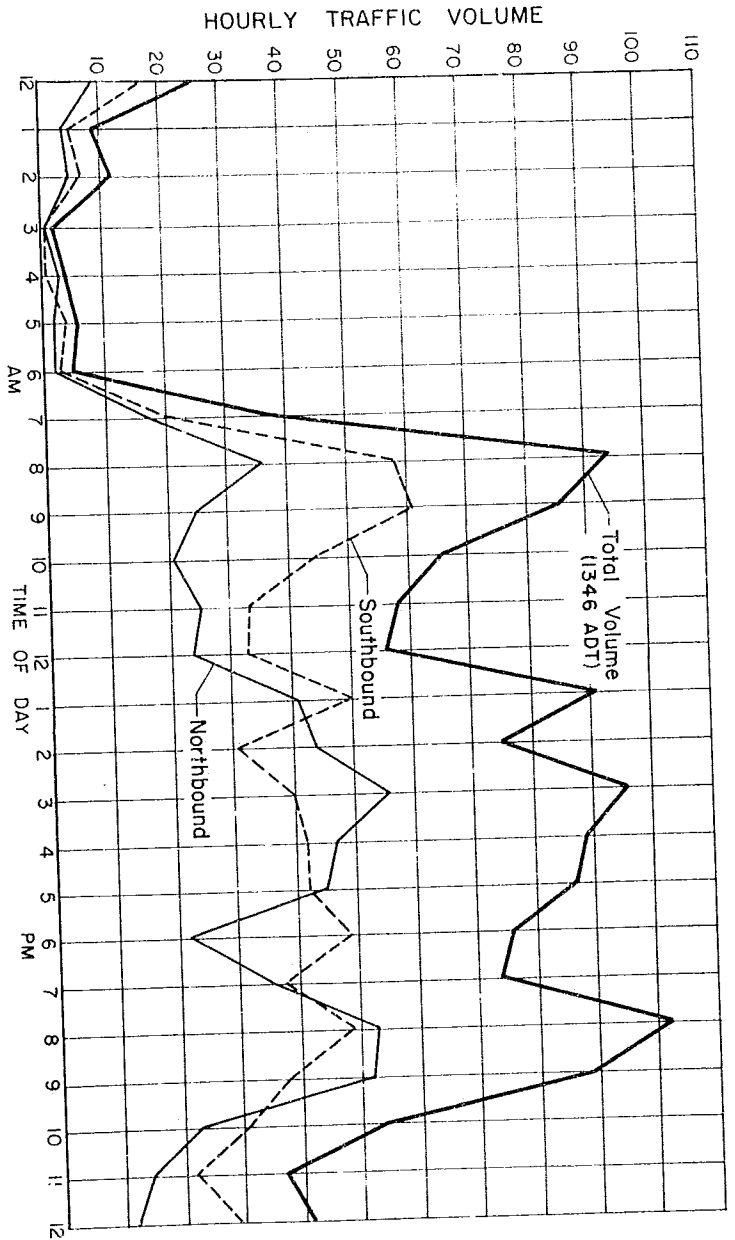


FIGURE 3. TYPICAL WEEKDAY HOURLY TRAFFIC VOLUME ON 17th. AVE.

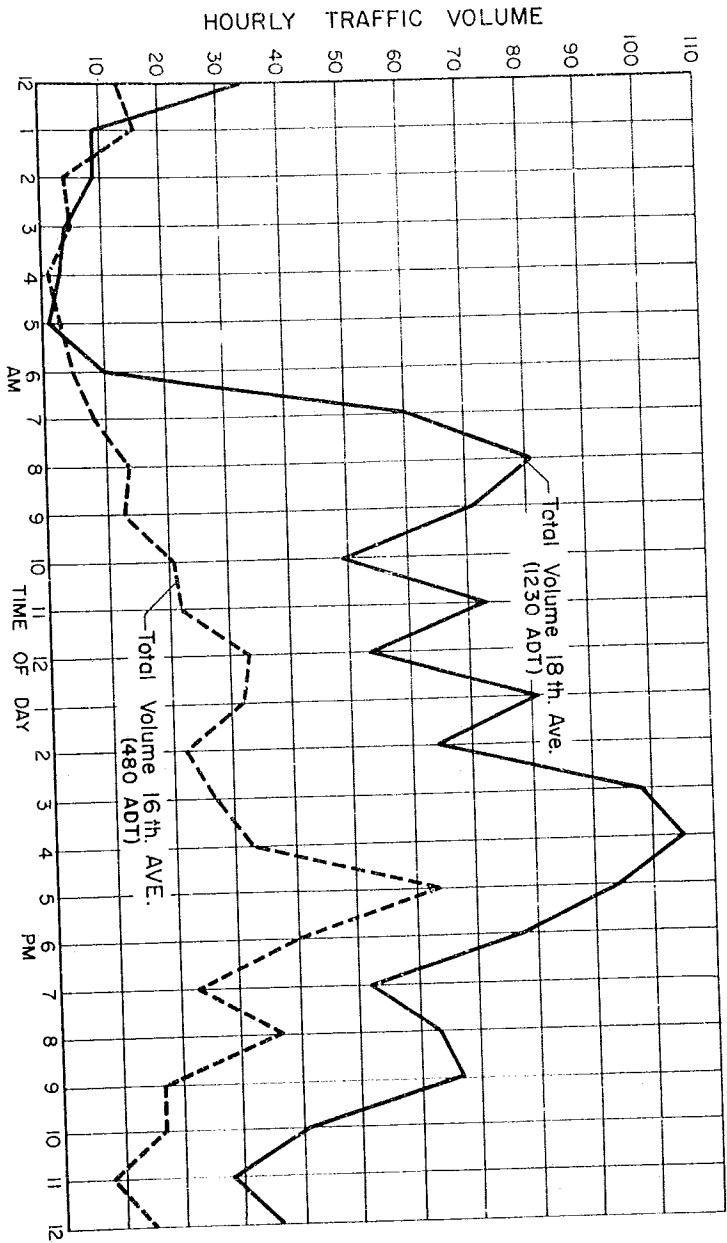


FIGURE 4. TYPICAL WEEKDAY HOURLY TRAFFIC VOLUME ON 16th. & 18th. Ave.

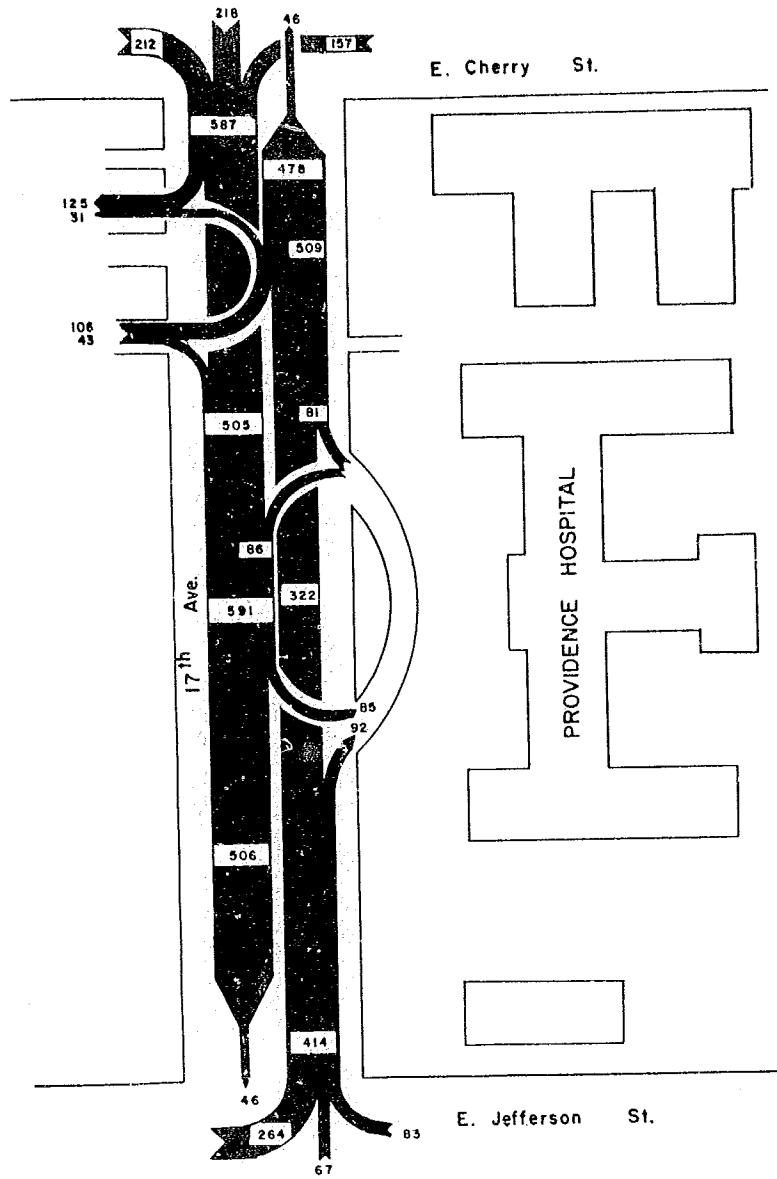


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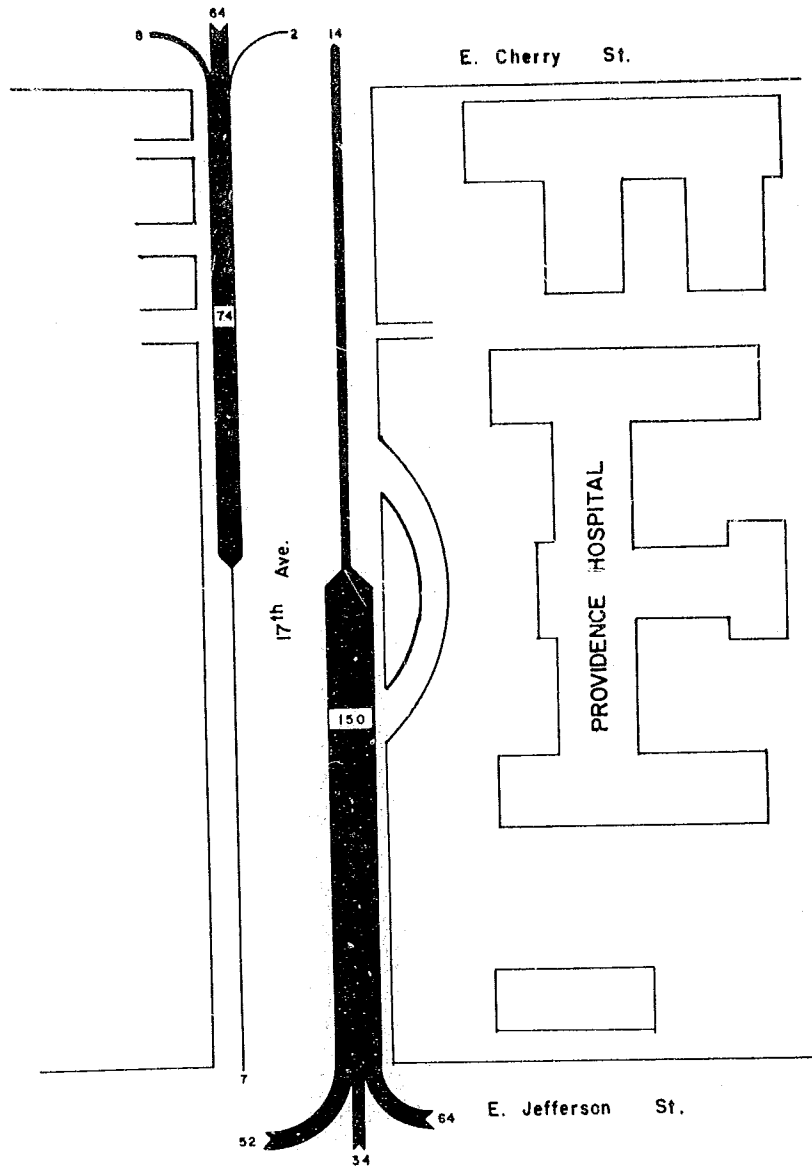
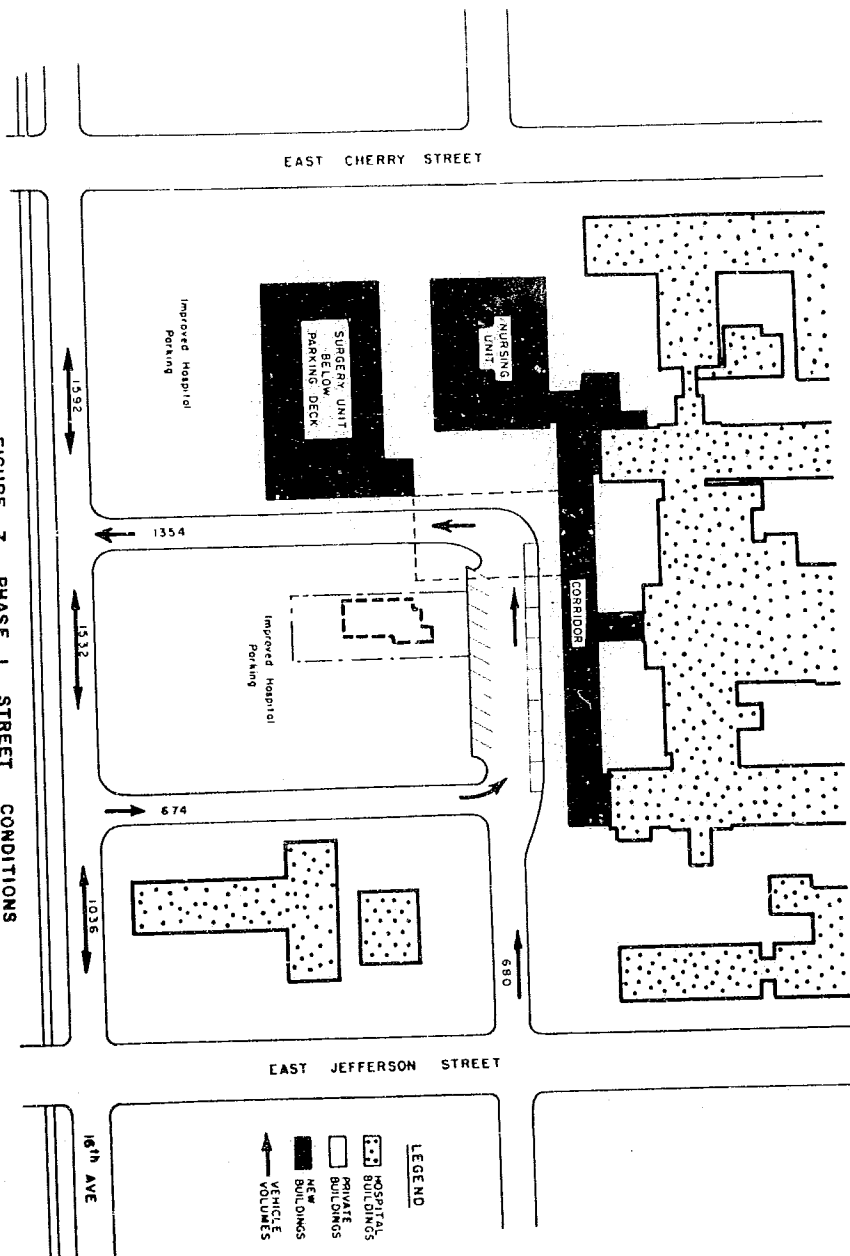


FIGURE 6. PEDESTRIAN TRAVEL DESIRE ON 17th AVE.

FIGURE 7. PHASE I STREET CONDITIONS



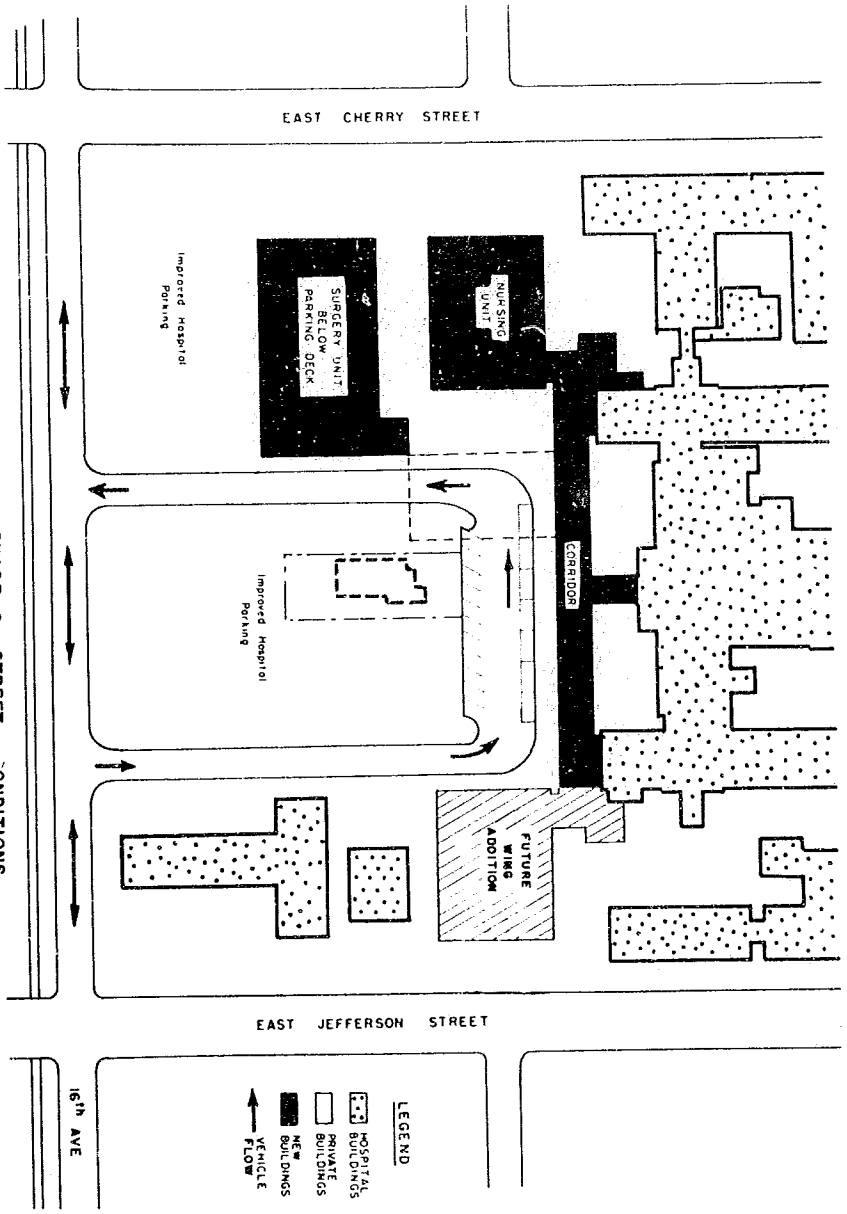






FIGURE 8 PHASE 2 STREET CONDITIONS

LEGEND

-  HOSPITAL BUILDINGS
-  PRIVATE BUILDINGS
-  NEW BUILDINGS
-  VEHICLE FLOW

16th AVE

EAST JEFFERSON STREET

EAST CHERRY STREET